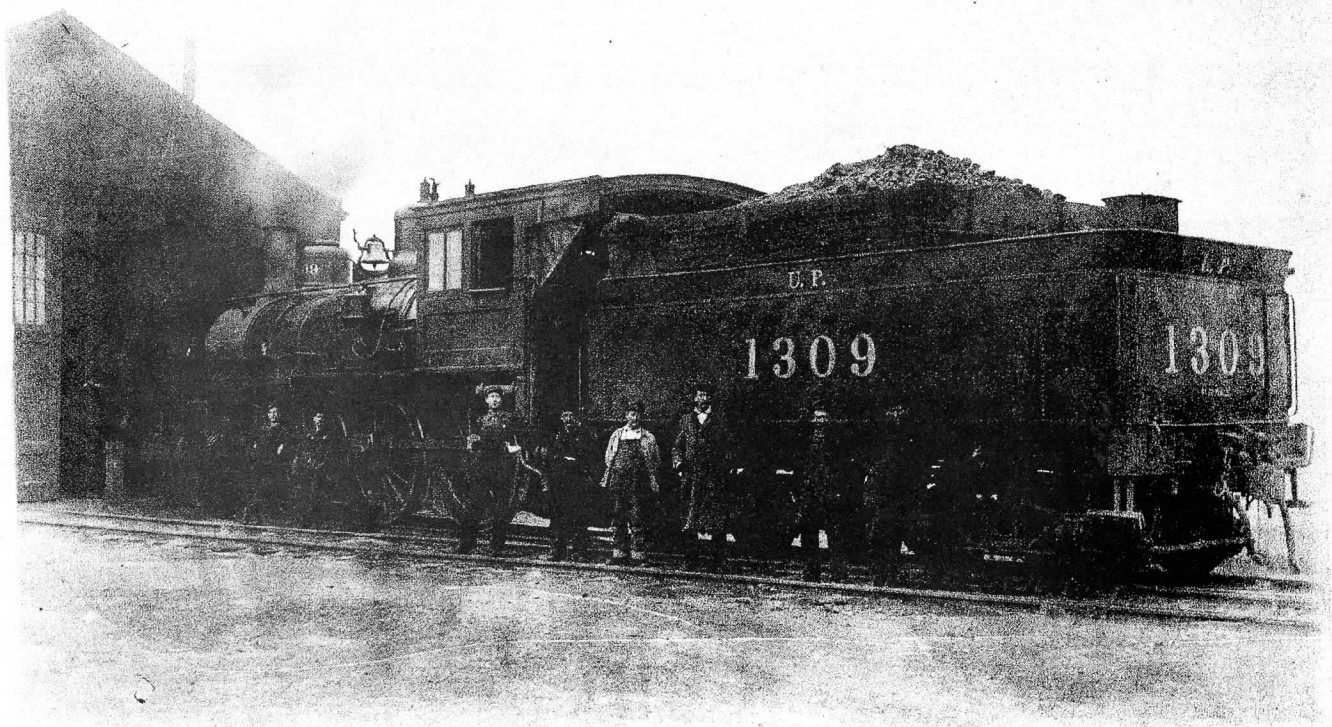


CABOOSE KIBITZER

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Volume 50, No. 1 Spring 2000 \$1.50



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Caboose Kibitzer

Volume 50, No. 1 Spring 2000

Editor **Charles Marchbanks**

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Items for publication must arrive before the dates listed below to be considered for inclusion in the corresponding issue.

Summer 00	May 1, 2000
Fall 00	August 1, 2000
Winter 00	November 1, 2000
Spring 01	February 1, 2001

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Next Issue

The next issue will include the usual *Remembering: What and When* by Charles Mischke. A report on the Gateway TrainExpo 99 Model/Photo Contest. Duties of A Railroad Conductor by Conductor R.G. Mason Union Pacific Railroad. Layout Design Tips by Dave Roeder COO Webster Groves & Fenton R.R. These are some of the articles planned for the Summer 2000 Issue of the *Caboose Kibitzer*.

The Cover

The photo of Union Pacific 1309 was taken around 1906 in front of the engine house in Oakley Kansas. The engine house served locomotives that were used on the Plainville Branch. This was the longest branch line on the entire Union Pacific system Prior to the Missouri Pacific merger. Neither the editor nor the owner of the picture knows the name of the photographer or the men in the photo. A friend of mine Troy Bosserman owns the picture and was kind enough to let me scan it.

Editors Desk

By Charles Marchbanks

I can hardly believe that this is my third issue of the Kibitzer. It seems like yesterday that I started work on my first issue. I know that with the help of my Associate editor Jack Hofemokel that things have improved since that first issue. I hope to continue improving the Caboose Kibitzer.

First an explanation of why the Winter 99 issue was so late. While preparing that issue something took longer then I thought they would to get ready for publication. I also went to Houston for Thanksgiving and lost five days I could have use to get the Kibitzer ready for printing. During the first week of December it was shipped to Dean Windsor, MMR who takes it to the printer. The printer at that time was book with printing jobs for the Holidays and was not able to print it until after the first of the year. I know that the Winter issue needs to be to the printer before Thanksgiving.

I need your help as I write this I have no articles for the Summer 00 Kibitzer. The standard Remembering What and Why is all I have. So again, I am making a plea for articles, as only with your help is the Caboose Kibitzer more than just a newsletter.

Pike Registry owners please read this if nothing else! I apologize for the reproduction quality of the pike ads. One problem is that I only have original artwork for four of the ads the rest are from copies made from the Kibitzer. The second problem is that they are scanned images and the copies did not scan well. **If you could send me an original (ie card) of your pike it would help me to make your ad look better.** **If your pike is printed on other than white card stock I would ask that you send me a copy on bright white paper if possible. This**

produces the best scan. If not just an original will help.

If you believe that you should have a pike ad and it does not appear your ad has expired. Since I do not have the original artwork Please send me a copy of the art work and your Payment to Gene Tacey (address in cal board) and tell him you sent me the art work.

One last commit about the Kibitzer and how I put it together. I am trying to take advantage of the usefulness of the computer so that those thing that appear in each issue of the Caboose Kibitzer only have to done once. Then I only have to make small changes to them if needed. Thus to save time so that some day I can get some modeling projects done but that is another story.

At the end of Richard Napper's article Athearn 2-8-2 article I said that his locomotive would not pull twenty-five cars as Model Railroaders review said that it would. Richard found that the locomotives motor was weak. He called Athearn and others have been having this problem to. Athearn sent him a new motor which he installed and his locomotive now performs as it should. So if you have bought an Athearn 2-8-2 Mikado and are having performance trouble you might check with Athearn about a new motor.

This year the Regions Convention is being held in Ames, IA. The Kate Shelly division is hosting the convention this year. This year marks the 50th Anniversary of the Mid-Continent Region of the NMRA. If you have not been to a convention before this might be a good time to consider going. I have found that at conventions you get to meet other modeler from other parts of the region. This can be a chance to make new friends. At the convention you will find contest, clinics, layout tours, prototype tours, and of course a train show. I also understand that NMRA President Bob Charles and the Executive Director Connie Rudder are planning to attend the convention. They are attending because it is our 50th Anniversary. An ad for the convention appears on page x of this issue of the Kibitzer.

John Hardy region president has said that the word for his term in office is "communication, communication, communication" to quote him. The Kibitzer is one of the tools for that communication (although slow). My pledge is to provide the information the members need yet still have an interesting newsletter to read. I will also try to make it available in a timely fashion.

Remembering: What and Why

by Charles Mischke

Long in the Tooth

In 1895, the Baldwin Locomotive Works and the East Pittsburgh Works of the Westinghouse Electric and Manufacturing Company jointly designed and built an experimental combination passenger-freight electric locomotive. It was a small 32 foot long boxcab weighing about 46 tons, on two four-wheel trucks and powered by four traction motors.

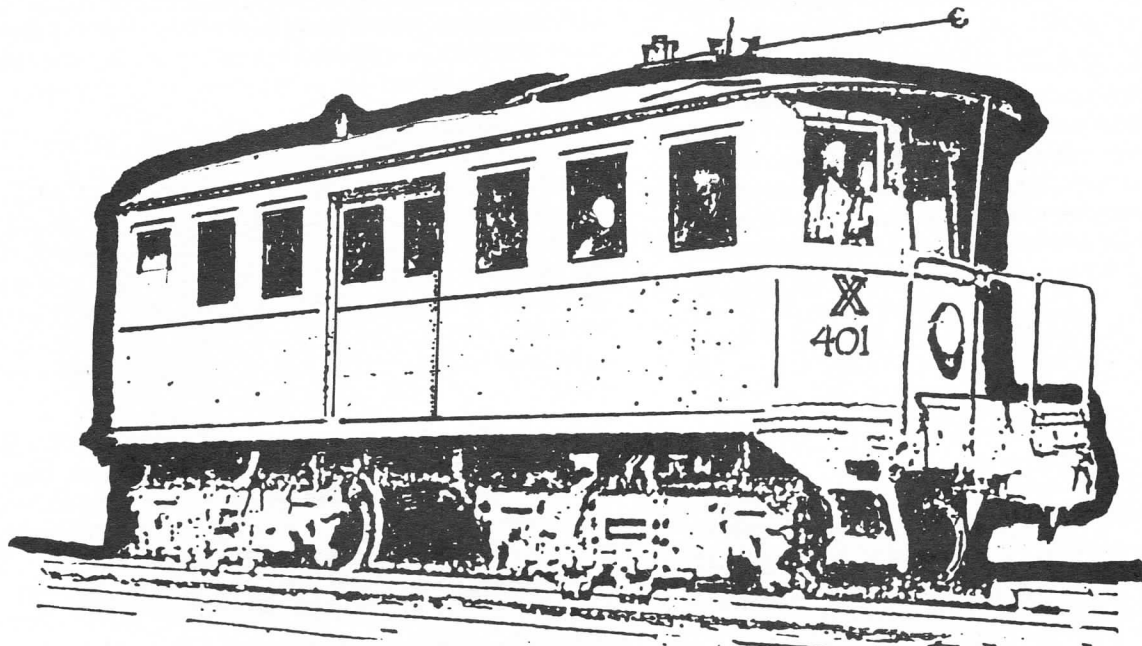
Experimental was the key word, as there were no precedents. Alternating current motors—both single phase and three phase--were tried. Overlooking no possibilities, direct current motors were also included in the experiments. Current collection devices included trolley poles, third rail pick-ups, and pantographs in the experimentation. Other considerations included pilots, headlights and doors. This comprehensive program lasted for more than a decade, until the builders had the information they needed to design future locomotives.

The builders produced close to 200 interurban electric locomotives ranging in power from 300 to 1000 horsepower, with weights ranging from 30 to 97 tons. Baldwin supplied trucks, frames, cabs and mechanical equipment, and Westinghouse provided motors, controls and other electrical items. BW steeple-cab locomotives became a staple of the electric lines.

The experimental engine—equipped with 150 horsepower d.c. traction motors—was sold in 1906 to the Lackawanna & Wyoming Valley (county names) of Pennsylvania, which was a 23 mile line between Scranton and Wilkes-Barre. The engine's road number was 401. In 1907, another nearly identical unit came on line as No.402. The railroad's shops then assembled a third locomotive in 1920 from parts supplied by Westinghouse.

In 1923, the company shops installed 190 hp motors during a rebuild, changing little else. These locomotives handled the considerable coal traffic, as well as interchange freight. The line was mostly third rail, with overhead wire in the terminal areas. It went through mountainous territory with 40 bridges, the largest being the Avoca viaduct: 682 feet in length. In 1905, a tunnel 4747 feet long was built to relieve the existing gradient. Interchange was with Erie, DL&W and LV.

The Laurel Line (L&WV) prospered, and did not have to close its passenger service until 1952, with the electric freight following somewhat later. In 1956, at the ripe old age of 61 years, no. 401 was finally scrapped. How often do you see a first design serve so long, and perform well enough to convince the railroad to get two more?



Turned out in a fresh coat of red paint, Laurel Line No. 401 stood in the railroad's yard at Cedar Avenue in Scranton in 1939. --- **EDWARD S. MILLER**

The Roundhouse at Satori

by Bob Guenter

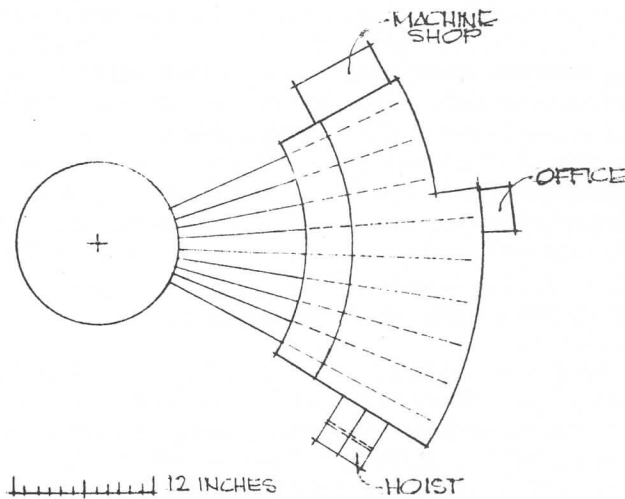


Figure 1: Plan View of the Roundhouse at Satori

I understand that there are members of the model railroading fraternity who have expressed serious doubts about the existence of a prototype railroad known as the **Gü's Box and Satori**. This is regrettable when one considers the carefully crafted historical sketch published in the Fall 1997 issue of this magazine. In that piece, the road's early history—as well as the rationale for the shroud of secrecy which has been clamped over its operation since the late 1930's—was persuasively presented. As pointed out in that article, the only reliable source of information about the original short line is its portrayal in an HO scale pike located in the basement of my home in Lincoln, Nebraska.

Since the nine-stall roundhouse at Satori was purported to be a major focal point of the original GB&S, I began to accumulate research data with the hope of one day constructing a model of that celebrated structure. Imagine my amazement when I discovered that much of the sought-after information had been sequestered in the pages of Railroad Model Craftsman, Model Railroader and similar publications under fictitious names. I can only assume that the latter stratagem was used to confuse would-be espionage agents. In any event, the drawing reproduced above is but one example of my unwavering intelligence-gathering.

The vivid descriptions that Grandpa Rudolph Günter had painted as he bounced me on his knee (oftentimes causing my fat little head to hit the ceiling with a resounding thud!) were literally pounded into my slowly developing brain. Here and there in the pages of the above-mentioned magazines, I was able to recognize an aerial view, a plan, or even a construction detail that had obviously been filched from the real-life building at Satori.

In the late 1950's, I built a model of the Satori turntable while doing graduate work at the University of Kansas.¹ That structure was based on an article in

the September 1957 Issue of Model Railroader (pp.47-51) entitled "The South Pass (an established alias for the *Gus Box and Satori*) Gets a Turntable".

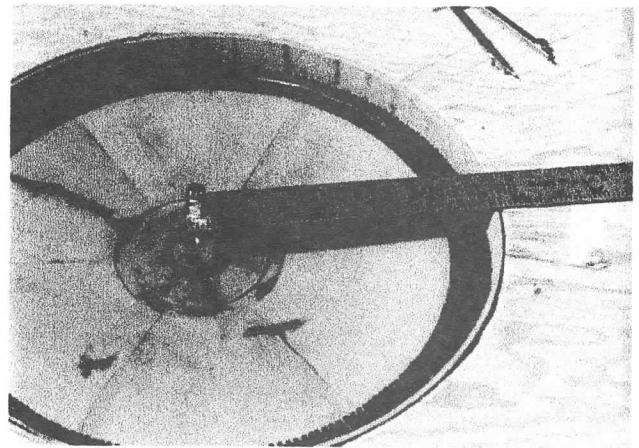


Photo A: The turntable pit with the bridge replaced by a trammel beam. The latter was used to lay out the lead tracks and roundhouse walls.

However, it was not until the 1980's that enough real estate and building materials had been acquired to begin construction of the roundhouse. Critical acquisitions had included a pair of *Heljan* 2-stall engine house kits purchased at a greatly reduced price from a hobby dealer looking for a new line of work. Another important find was some 24"x48"x0.05±" plastic sheet intended as replacement diffusers for fluorescent lamp fixtures. The diffuser plastic was similar to the stuff sold by *Evergreen*, but came in a large size and sold for a very reasonable unit cost. I had stumbled across this material quite by accident while rummaging through a building supply store in Round Rock, Texas. The diffusers would become the primary construction material on this project.²

Initially, no drawings were prepared because the design work was executed directly on the building materials that I had accumulated. The length of the turntable bridge (103 feet) and the related lead tracks (77¾ feet to the face of the roundhouse), plus the length of the *Heljan* exterior walls (111 feet for the deep stalls, shortened to 84½ feet for the shallow stalls) established the basic geometry of the proposed structure. This configuration, shown in Figure 1, was laid out in HO scale on a sheet of diffuser plastic.

The outline of the roundhouse, complete with the attached machine shop and small office, was then cut from the plastic sheet using a sharp *Exacto* knife. After cementing a section of track on the centerline of each of the nine stalls (three of which had some ties removed to permit the installation of maintenance pits), a second layer of diffuser plastic was installed—this time on top of the ties. The latter would serve as the finish concrete floor of the roundhouse.

The pits were provided with side and end walls, plus access stairs for the nit-pickers who show up with magnifying glasses. Eventually, one or two of the pits

will receive an array of mostly blue lamps powered by an electronic driver which simulates the operation of arc welders. In case some reader somewhere is curious, it was pure laziness that prevented me from installing a pit in each stall of the roundhouse.

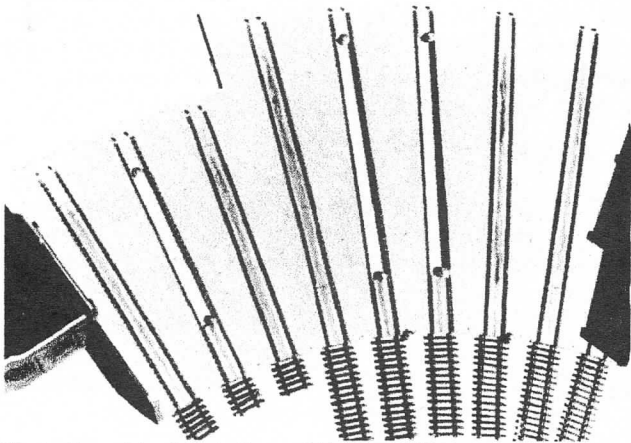


Photo B: The finish floor of the roundhouse with tracks and maintenance pits installed. A portion of the attached machine shop appears at the left.

By cutting and splicing to create the desired profile(s), side walls of the *Heljan* engine house were modified to form end walls for the roundhouse. The machine shop was assembled from unidentified parts found in my scrap box, and then secured to the roundhouse as shown in the photograph below. The same photo also shows the basic profile of an end wall, in this case the shorter three-bay version. Alert readers will notice that the *Heljan* wall has been thickened with layers of styrene on the interior to mask certain unrealistic details which would otherwise have been visible through the open doors of the roundhouse.

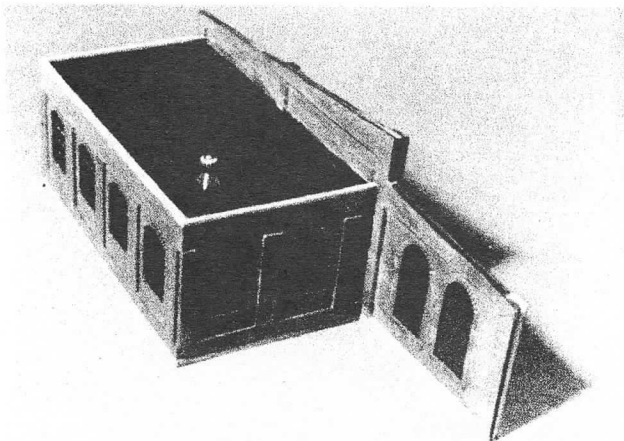


Photo C: Kit-based machine shop secured to short three-bay end wall of roundhouse prior to its installation on the floor assembly described above.

The most difficult part of reshaping the *Heljan* walls was matching and splicing brick material that had been salvaged from elsewhere to the top of those walls. The photographs which follow illustrate important steps in that procedure.

In Photo D below, the lower object is a side wall of the engine house as it came from the box. Above it is the remodeled four-bay end wall of the proposed roundhouse. No change has been made to the length of this section, but serious alterations have taken place along its upper edge. The nature of these changes will be described later in this presentation.

But first, notice that the window openings have been left intact and that the sash which came with the kit has been installed in those openings. Three of the windows were left "open" at the bottom. Since this effect simply requires the removal of a few panes with a razor saw—and reinstalling them later in a tilted position to simulate hopper or projected windows—the choice of how many open units to use is pretty much up to the designer.

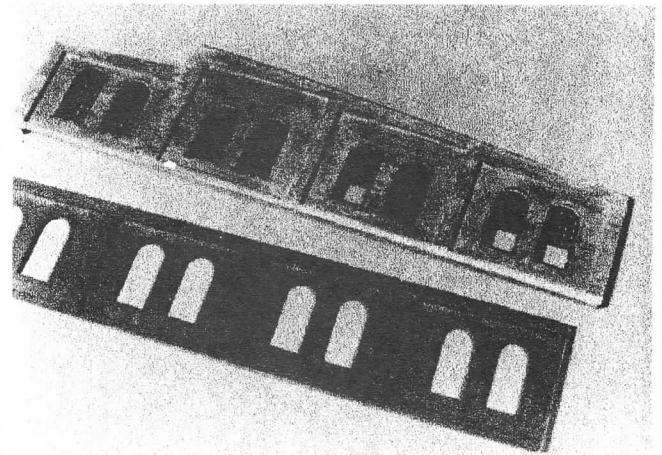


Photo D: Side by side comparison of a modified brick wall (above) and the original *Heljan* wall (below).

The roundhouse doors were to be left permanently open, ostensibly to show off the railroad's eclectic stable of steam engines. On the other hand, it may have been to simplify the installation of the commercial doors that had been specifically purchased for this project. In either case, the previously mentioned removal and cover-up of certain manufacturing details became imperative.

Careful sawing and filing took care of some of those blemishes, but others had to be resolved by using the builder's tried and true "cover-up" technique. This was accomplished by laminating a combination of *Evergreen* styrene and diffuser plastic (which had the characteristics of styrene) to the interior walls.

In order to stabilize the narrow wedge of salvaged brickwork which formed the upper portion of the end wall, flat styrene stock was cemented behind the triangular addition, as well as in the pilaster recesses molded into the back of the wall section. Extending these vertical strips into the triangular space and trimming them flush at the roof line ensured that there would be a strong, lapped connection between the principal parts. (A careful examination of Photograph E on the next page should clarify this point).

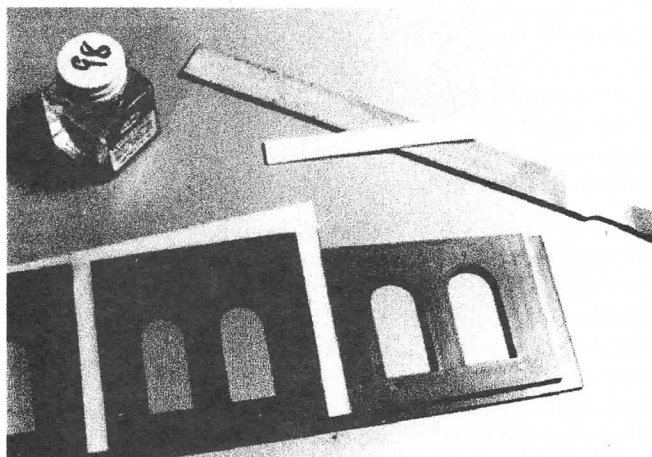


Photo E: View of the interior surface of a modified wall showing flat *Evergreen* stock being used as a combined structural reinforcement and filler.

The same procedure was employed for both the long (4 bay) wall and the shorter (3 bay) wall. The latter was obtained by cutting the rearmost two-window bay from a long wall. The piece that was left over was then used for the connecting section in the rear wall of the roundhouse.

The curved rear wall was assembled from the two wall sections that came with the second *Heljan* kit. The only alteration required was reducing the height of the back wall of the six deep stalls from their original 26½ feet to 22 feet, thereby matching the modified end-wall profile. This involved cutting 4½ feet± off the top of six two-window bays. The height of the curved back wall of the three shallow stalls was reduced in similar fashion, but in this case by about 2½ feet to match the height of the short end wall. By now, the alert reader realizes that it was the material removed from the upper part of the back wall(s) that provided the brickwork in the previously described alterations.

As seen in the following photo, the wall segments were glued to the outer edge of the roundhouse floor. Note that some of the windows were blanked out because of circumstances in adjoining spaces.

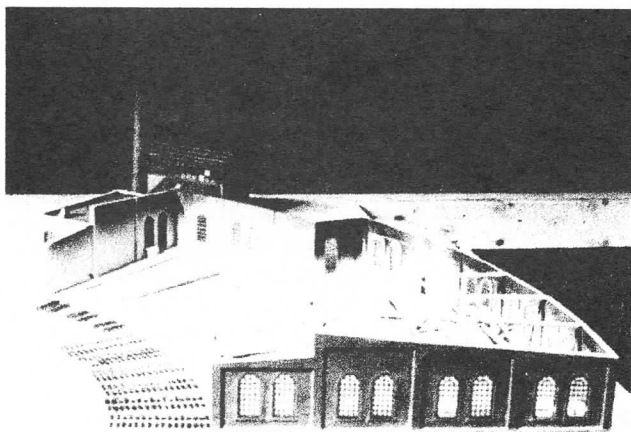


Photo F: Overall view of the partially assembled roundhouse.

Since the columns would be the most visible part of the interior structure, their size and shape became the standard for all of the interior framing members. Ease of fabrication and availability outweighed structural theory in arriving at the bent shown in photograph G. Eight such units, made entirely from 1/8" square stock, were required. The profile and dimensions were derived from those of the end walls, with the right hand column, brace, and roof beam omitted from each of the three bents used in the shallow stalls.

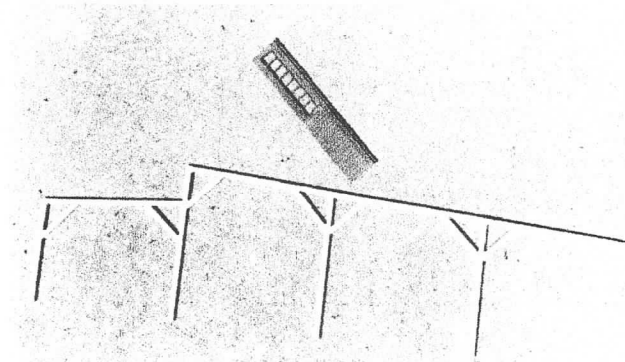


Photo G: Typical structural bent made of 1/8" square stock. Above it is a section of clerestory windows from the original kit adapted for use in the roundhouse. In retrospect, I should have used the closer to scale industrial sash made by *Grandt Line*. That would have permitted taller windows and thus a more dramatic clerestory.

Photo H is a close-up of the roof framing, with three bents and some of the cross-members (purlins) in place. Wiring for the nine suspended grain-of-wheat lamps which illuminate the interior was subsequently run along a cross-member located near the rear of the building.

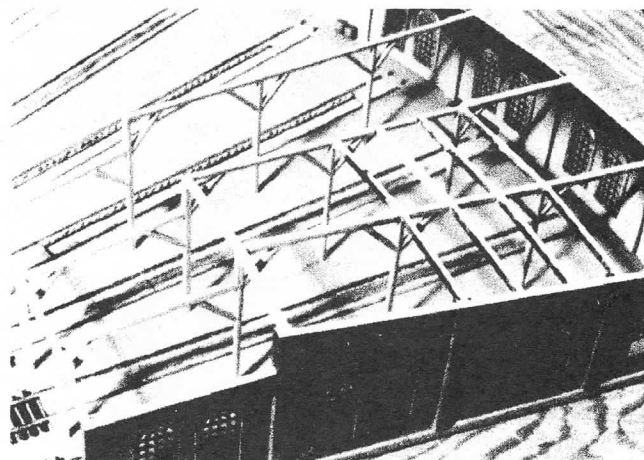


Photo H: Close-up of early stage of the interior framing.

The hoist seen in Photo J on the next page was based on one described by G. E. Rashley in the November 1957 issue of *Model Railroader*. The roof was made of (you guessed it) diffuser plastic cut into eighteen (9x2) segments corresponding to the shape of the individual stalls. Roofing consisting of fine emery paper which was secured to the plastic with contact cement.

Since I have an aversion to loose fitting roofs—in both real buildings and models—the roofs on the roundhouse were glued permanently in place. If a lamp burns out, so be it. Grandpa Günter used to tell me that he could personally service a steam engine with his eyes closed, and his hired help damn well better be able to do the same! Of course there has been more than one hogger who said things would run better if “Old Rudy” would keep his *@%*#! hands off the equipment.

On a different subject, the clutter of smoke jacks on the roof were made from plastic and brass tube, and hardwood plugs. They are attached to large smoke hoods inside. The latter were fashioned from some oddball plastic parts that I had discovered a long time ago. Grandpa insisted that I never pass up anything that was free, unless it was some “floozy” standing on a street corner! I never did figure out what he was referring to! Certainly the young ladies that I discovered on street corners weren’t free. □

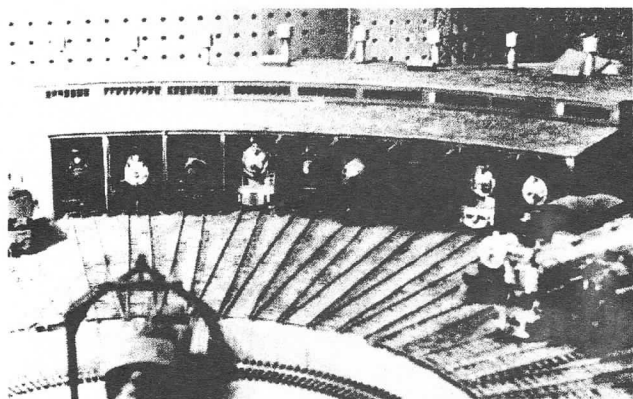


Photo I: Front view of (nearly) completed roundhouse.

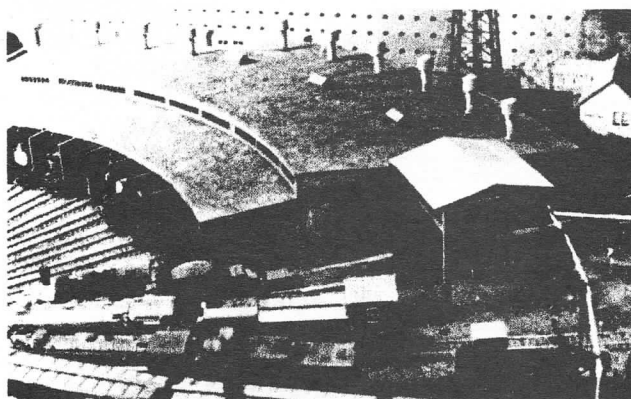


Photo J: Side view of roundhouse showing the hoist.

1. Despite my impassioned pleas and constant whining, K.U. refused to give me credit toward a doctoral degree in structural engineering. With all the emphasis on academics, it's little wonder that they have such lousy football teams.
2. The diffuser material available in Lincoln is clearly a different formulation. It is brittle and virtually useless for this kind of hobby work.

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Model Trains Spring 1961: 38-42.

About the Author

A few years back, Robert Guenter retired as professor emeritus from the University of Nebraska, where he had served as a member of its College of Architecture faculty since 1965. His major involvement as a teacher was in the areas of basic design and architectural design, but his research centered on the murky domain of Japanese religious architecture. Interest in the latter was sparked by a mid-40's tour of duty with the U.S. Army of Occupation, which much later in life led to research grants that took him back to that country for protracted periods of study. Guenter points out that because of financial support from Mrs. Leceister (Flora) Hyde, Nebraska's College of Architecture maintains an outstanding program of foreign travel and related research.

As a licensed architect, Guenter carries on a limited practice which sometimes gets in the way of model railroading. It's a tired old story, but “yes” he was thrust into our hobby at a tender age when he inherited his elder brother's Lionel train set. Too young to understand the gravity of the situation, little Bobby began to buy up all of the O gauge equipment he could find. While his peers were out playing with girls (and selling their trains to support their new-found recreation), Bobby could be found in the attic of his childhood home in New Jersey making choo-choo noises!

Now an avid modeler in H.O., and the maintenance foreman of the infamous *Gü's Box and Satori*, Guenter has begun to pass on the Lionel trains to his oldest son, who works as a computer programmer in Austin, Texas. It isn't clear what the kid ever did to his dad to warrant such unseemly retribution, but that best remain a personal matter between a father and his son.

As a footnote, Guenter served as the editor of the *Caboose Kibitzer* for two years preceding the arrival of the present editor, Charles Marchbanks. □

THE PRESENT AS HISTORY

By Keith R. Landis

Ernest H. Robl, a writer and photographer with railroad interests, wrote a thought-provoking column for the "Readers' Platform" in the September 1999 *Trains* magazine. His article, "The past is too much with us," questions how the public can be made to understand today's railroads when most railroad museums concentrate on exhibits from the past. He points out that, unlike railroad museums, art museums vary and may specialize in art history or contemporary art, with their differing exhibits.

Robl also mentions U.S. Postal Service stamps that have honored past trains and past technology. And, he does not overlook the railroads' themselves, which have seemed to become more exclusive and more difficult for the public to see, due to safety and liability considerations. Even when the railroads do reach out to the public, it may be to sponsor steam trips, which we love, using equipment that was modern fifty years ago.

Robl proposes that the Association of American Railroads, railroad equipment manufacturers and museums work together to design exhibits and educational programs to show the public modern equipment and methods. Because 1:1 railroad equipment and facilities are expensive and expansive, He recommends that exhibits use stationary HO models and small modules. This would be done not to "show-off model railroading" but, along with photos and visual aids, to explain present and possible future developments.

While we might not agree with the last statement, many of us have already been doing part of what Robl has recommended. Modelers who display their trains and talents at train meets and mall shows often can hardly wait until the latest equipment from their favorite prototype road is available for display on their group or club's modular layout. And, in these cases, the public not only gets to see the newest equipment, but they also can see it in operation.

Perhaps we are somewhat remiss when we do not provide written explanations and descriptions of the equipment and procedures being used. But, this lack of written information provides opportunities to engage in conversations with those who are sufficiently interested to ask questions.

The NMRA and its subordinates regions and divisions who have applied for 501(c) (3) status with the Internal revenue service have asked to be considered as educational organizations. This is one way to distinguish these groups from those who are "just a bunch of guys who get together to play with trains." We need to pause from time to time to consider our educational responsibility and find ways to fulfill this

obligation. Perhaps we can help to fill the gaps in public knowledge of railroads by providing temporary – or permanent – displays of equipment or explanations of procedures, such as yard layout or terminal facility operation.

Here is an excellent opportunity to provide a helpful service while having fun with our hobby.

THE 21st CENTURY LIMITED IS ON ITS WAY!

The Pacific Coast Region will be the host for the National Model Railroad Convention to be held in San Jose, California from July 30 to August 6, 2000. It is not too soon to start planning to attend!

For those who have never before attended a National Convention, a little background on what to expect may be useful. First, there will be clinics on every subject you can imagine, from layout design and scenery construction to DCC and operations. Many of these clinics are presented by well-known modelers and authors – this is your chance to meet them and talk to them in person. Clinics start the first thing in the morning and run until late in the evening all week long. Typically, there are 3-4 clinics running simultaneously, giving you a wide choice of subjects to learn more about.

And then there are the layout tours! There are enough outstanding layouts in the Bay Area to keep you on a layout tour bus for the entire week! This is your opportunity to see as many of them as you can fit into your schedule. Of course, you need to leave room in your schedule for some outstanding industrial tours and tours of full-size railroads in the area!

Still not enough to keep you busy? How about checking out the outstanding models in the Contest Room? You could drop into the Layout Design Special Interest Group room and get some new ideas on layout design. Or peruse the models on display in the Railroad Prototype Modeler's room.

If you have ever attended a Coast Division meet or Pacific Coast regional convention, you have probably heard about the fabulous live auctions conducted by members of the Coast Division. This is your chance to sell that kit that will never get built and pick up some good bargains at the same time.

Of course, the Trade Show is not to be missed. Imagine 185,000 square feet of exhibit space filled with industry displays, operating layouts, and retail sales. It will give you the opportunity see the new products planned by model railroad manufacturers and talk to their representatives about future plans.

AIR CAPITAL TRAIN SHOW

IN CONJUNCTION WITH
KATY RAILROAD HISTORICAL SOCIETY
SPRING MEETING



Air
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Train
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13th
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**SATURDAY AND SUNDAY
MARCH 11 & 12, 2000**

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Phil Aylward (316) 830-3498**

**Web sites: <http://www2.southwind.net/~actsm>
<http://www.katyrailroad.org>**

BOTTLE BRUSH TREES

By Ron Morse, MMR

The bottle brush tree is certainly not new. In fact it has been around for many years and is often sold in craft stores at Christmas for use as table decorations. Generally these trees look pretty bad from a prototypical point of view. However, there are some variations and enhancements that can make them look "down right good".

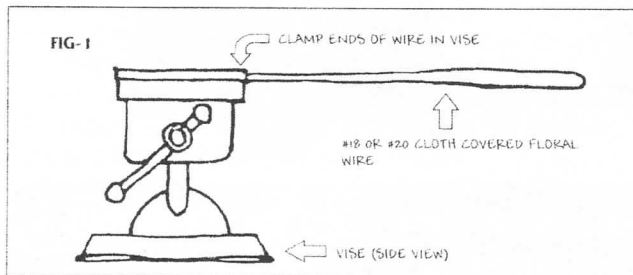
First the materials needed are as follows:

- Variable speed drill or hand drill
- Twine that is used to bale hay, manila hemp rope or equivalent
- *#18 or #20 cloth covered floral wire (18" lengths)
- Vise
- Café or cup hook
- Scissors
- Rubber cement and or spray adhesive
- Woodland Scenics Brand Dark Green Course Turf
- Wire cutters
- Clear Acrylic spray or hair spray
- Shallow box lid (shoe box lid)
- Flat Black spry paint
- Gray Primer spray paint

*Floral wire without the cloth covering will work but it results in a skinnier tree trunk. It is also more likely to break in the twisting step.

Before we get into the enhancements, lets look at the basics of building the bottle brush tree:

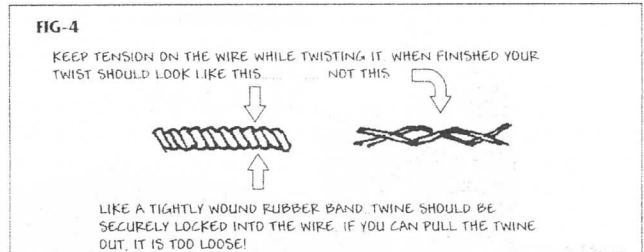
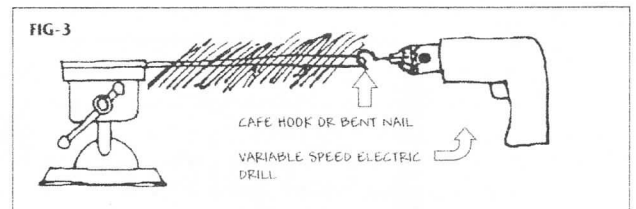
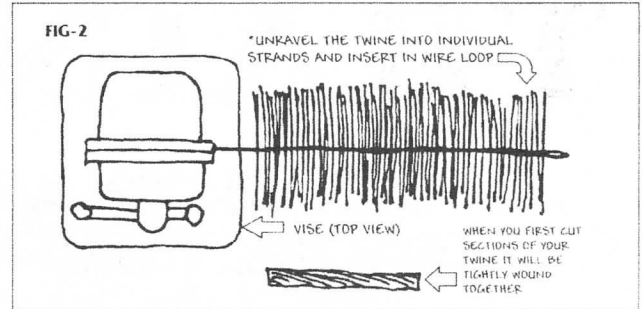
STEP #1 – Bend a length of floral wire in half and secure the loose ends in a vise (see FIG – 1).



STEP #2 – Cut enough 2" to 3" pieces of bailing twine to do your tree (6 to 12 pieces). If your twine is twisted you may wish to untwist it so it will fan out better. To eliminate some of the tight twist in your twine soak it overnight in water and then hang it to dry. Place the pieces of twine in between the two halves of the floral wire about 1/2" to 1" apart (see FIG-2).

STEP #3 – Secure the café hook into the chuck of your drill (see FIG-3). Then carefully insert the hook in to the looped end of the floral wire. Pull the floral wire tight and slowly twist the floral wire until the entire section of floral wire has a consistent tight

twist (see FIG-4). A consistent tension on the wire is necessary. Your tree will reduce in height by about one-third in the twisting process. If you carry the twisting process to far or use too much tension you will prematurely break the wire. After you have made several you will get a feel for the proper tension.



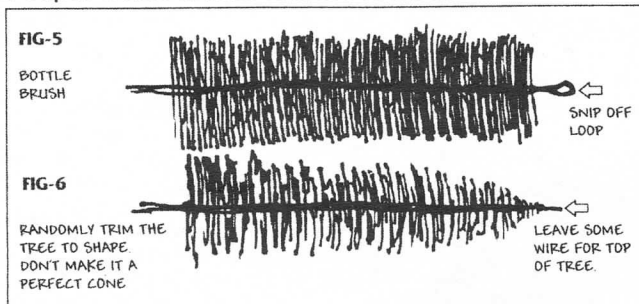
STEP #4 – With your wire cutters, snip off the end of the tree that has the loop for twisting, about 1/2" above the first branch of twine (see FIG-5). At this point you have made a bottle brush.

STEP #5 – Using your scissors trim the twine (see FIG-6) to conical tree shape. Proper trimming of the tree is critical to having a realistic appearance. I prefer to do what I call "random tree Hacking". That is, try to keep your trees from all having a perfect shape. Real trees have bare spots, broken branches etc.

You can change the angle of the tree branches by pulling the tree through your loosely closed fist. Depending upon the tree you are modeling some have branches that go straight out, others down, and some up.

STEP #6 – The next step is to paint the tree a darker color than the twine affords. We prefer to use a flat black color. The key here is to LIGHTLY spray the tree. Allow some of the light color of the twine to show through. It is generally the center of the tree

that you want to be darker in color to create a feeling of depth which makes it more realistic.



STEP #7 – After the paint has dried you are now ready for the next step which is adding the foliage to the tree. For this step I recommend you clamp the tree in a vise and set the vise in a shallow box lid. This will allow you to easily recover unused foliage. There are several different approaches that can be used in this step:

1. Liberally apply rubber cement to several tiers of branches and then by hand force the foliage material into the branches starting at the top of the tree. Then repeat this on the next group of branches until the tree is finished.
2. Or spray the tree with spray adhesive and then force the foliage material into the branches starting at the top of the tree. Then repeat this on the next group of branches until the tree is finished
3. Or spray the tree with spray adhesive and the sprinkle the foliage material on to the tree.

STEP #8 – I like to enhance the top of the tree by making it more pointed. I do this by putting a dab of rubber cement or white glue on the top point of the tree and then using my thumb and index finger I squeeze the foliage and glue in to a pointed shape. At this point your tree is fairly fragile so carefully put it into a holding area. A wood block or a piece of Styrofoam with holes drilled into it works well.

STEP #9 – After the glue has dried we prefer to come back and spray the entire tree with clear acrylic or hair spray. Be sure to do this in a well ventilated area. Allow your tree to dry for about 30 minutes and then give it at least one additional coating of either hair spray or acrylic.

OTHER ENHANCEMENT TIPS:

1. Using a very light green or blue color (you may have to mix this and use your airbrush or use ACCENT brand craft spray colors #387 or #376) MIST the tips of the branches by aiming straight down on the

tree. This lighter color on the tips of the branches resembles new growth.

2. Add pine cones to your tree. These can be made by using small sesame seeds or other items painted a rusty brown color. Pine cones are usually most dominant on the top half of the tree.

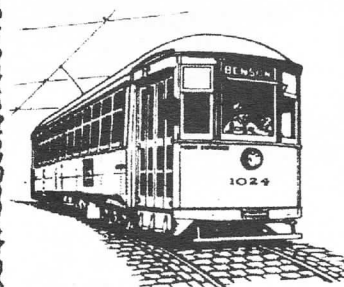
3. Most floral wire comes in 18" lengths which when folded in half and twisted will produce a 6 or 7 inch tree. If you want a larger tree twist the of two 18" pieces of wire together. This will double your tree height.

4. for dead trees use a reddish brown spray on the twine and leave the foliage off. Or use very little and spray the tree gray.

5. Remember not all trees are created perfect. Don't be afraid to experiment. Try a more random arrangement of the twine in your tree armature.

6. These types of trees usually have branches all the way to the ground and therefore do not require any additional work on the base tree trunk. (diagram of basic tree shapes on next page.)

OMAHA STREETCARS ARE RUNNING AGAIN



As a visual supplement to my 348-page book on streetcars of Omaha and Council Bluffs I now offer a 107-

minute video on the same subject, mostly in color and mostly from the 8mm movies I took in Omaha from 1951 to 1955.

This film story takes you all over the city, in sunshine and snow.

The video . . . \$41.25 postpaid.

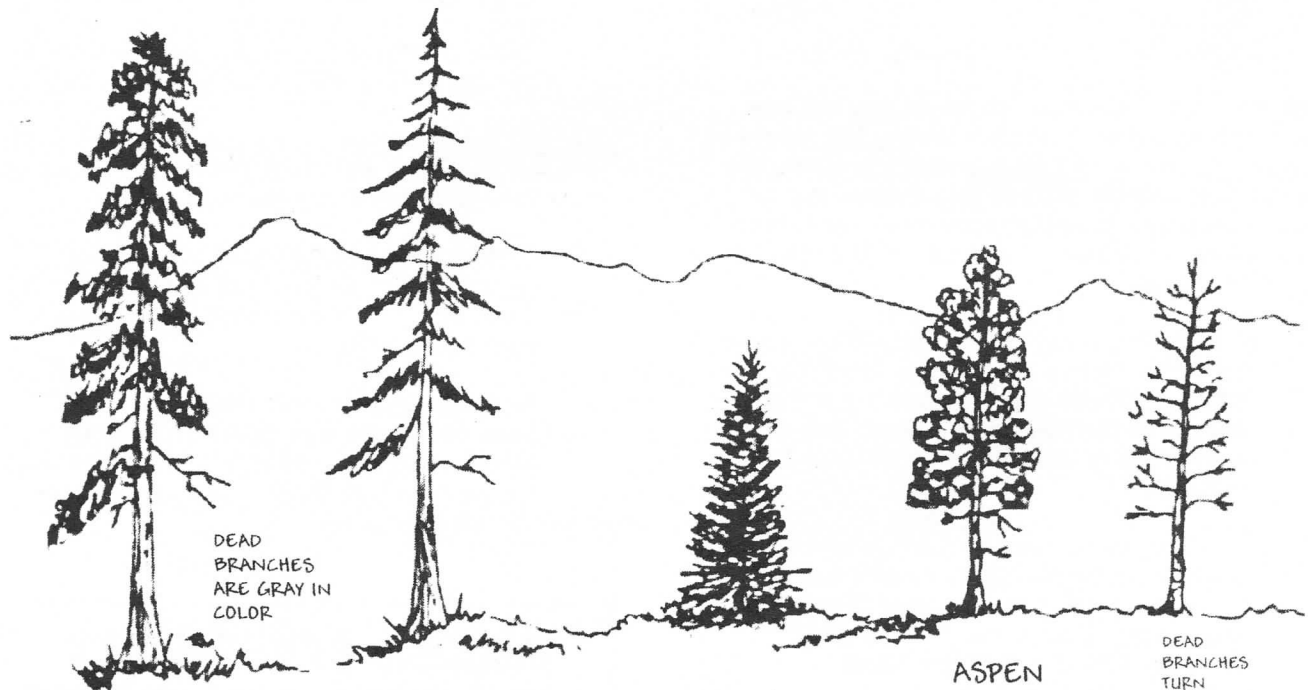
The book . . . \$63.25 postpaid.

RICHARD ORR

6506 Western Avenue, Omaha, Nebr. 68132

BASIC TREE SHAPES

By: Ron Morse, MMR



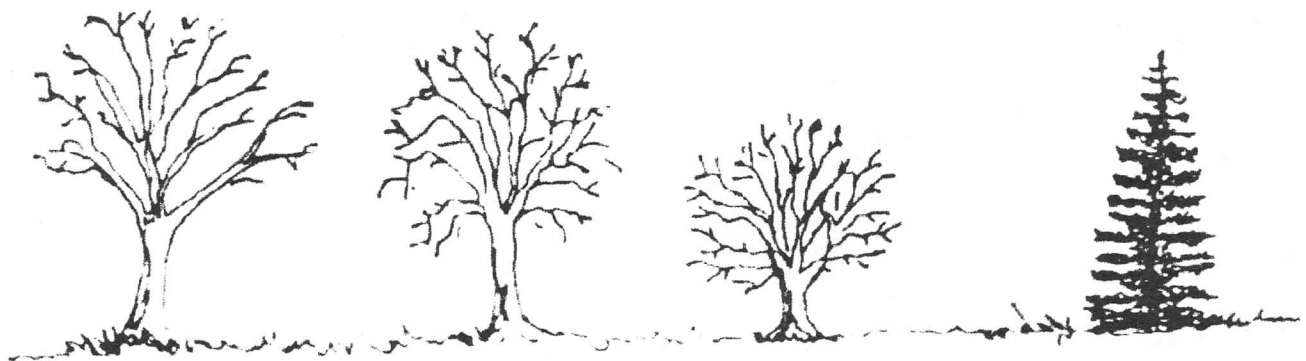
PONDEROSA PINE
UP TO 200' TALL
GROWS AT ELEVATIONS
UP TO 12,000'
NEELES 5" TO 10" LONG

DOUGLAS FIR
UP TO 300' TALL
GROWS AT ELEVATIONS
UP TO 9,000'
NEEDLES 1/2" TO 1 1/2" LONG

YOUNG
DOUGLAS FIR

ASPEN
UP TO 50' TALL
GROWS AT ELEVATIONS
UP TO 10,000'

DEAD
BRANCHES
TURN
BLACK IN
COLOR

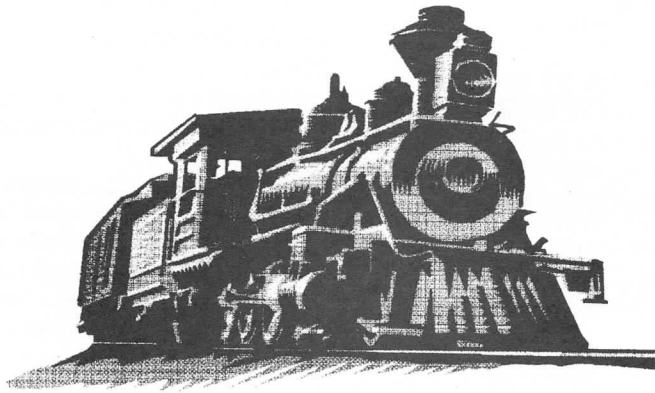


COTTONWOOD

ELM

BOX ELDER

BLUE SPRUCE



COMING SOON

7TH ANNUAL TRAIN SHOW AND SWAP MEET

SATURDAY APRIL 8TH 10:00 AM – 6:00 PM

SUNDAY APRIL 9TH 10:00 AM – 4:00 PM

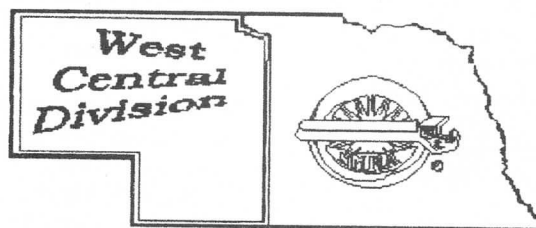
ADMISSION (FOR BOTH DAYS): \$3.00 PER PERSON \$5.00 PER FAMILY (children under 5 admitted free)

D&N EVENT CENTER

NORTH PLATTE, NEBRASKA

(SOUTH OF THE INTERSTATE)

OPERATING MODEL RAILROADS ** MODEL CONTEST **FREE TRAIN RIDES FOR KIDS (WITH ADMISSION) **SILENT
AUCTION (SUNDAY PM) ** RAILROAD DISPLAYS ** ITEMS FOR SALE ** NMRA MERIT JUDGING AVAILABLE
**UNION PACIFIC YARD TOURS LABLE (ADDITIONAL FARE) (SATURDAY ONLY)



SPONSORED BY THE NEBRASKA-WEST CENTRAL DIVISION OF THE NATIONAL MODEL RAILROAD ASSOCIATION

Minutes of the Board of Directors Meeting Mid-Continent Region, NMRA January 8, 2000

On January 8 2000 President John Hardy called the meeting to order at 11:20 A. M. at the Johnson County Resource Library at the corner of 87th and Farley in Lenexa, KS. The following board members, department heads, and directors were in attendance:

John Hardy MCoR President
Richard E. Napper MMR MCoR Vice-President
Ken Thompson MCoR Treasurer
Randy Meyer MCoR Secretary
George F. Maulsby Director Indian Nations Div.
John Shaw Director Turkey Creek Div.
Carl Chumos Director Kate Shelley Div.
Don Wetmore Western Heritage Div.
Ted Fuller Director Kansas Central Div.
Jim Anderson Director Gateway Div.
Dan Batson Director Ozark Mountain Div.
Charles Marchbanks Director Western Kansas Div.
Whit Johnson Proxy for Great Midwestern Div.
Waren K. Weston MCoR Past President
Larry Alfred Convention Chair.
John K. Schindler Mailing Chair.
Robert Amsler Region Attorney/2001 Chair.

Others in attendance: Dave Steensland Indian Nations Division Superintendent, Kent Girovex Kate Shelley Division Superintendent, Ray Immel KSD member, Elijah Gansen KSD member, Pat Harriman MMR Turkey Creek Division member, and past AP Chair.

President John Hardy asked the Board to introduce themselves and welcomed everyone to the meeting.

President John Hardy asked all members present to check the Region Call Board for revisions and to give those revisions to Vice-President Napper.

President John Hardy then made a statement that the watchword of his administration would be to communicate and follow up. If a Region officer, board member or Region member communicated with someone be sure to follow up if no answer was received within a week. Also, any official Region communications should be copied to the four officers.

President John Hardy asked if all members present were up to date on their National and Regional dues. Don Wetmore of the Western Heritage Division brought up the question. If a person on a life member of the National will they get a renewal notice now, due to the unified dues structure with the National? President Hardy responded that he would look into it at the Mid year meeting.

President John Hardy called for proxies. One proxy was presented for Whit Johnson to represent Great Western Division in place of John Averill. Proxy was accepted and approved.

President John Hardy asked for a show of hands of directors and officers to check to see if the quorum was satisfied. There being over 50% of the board and officers present the quorum was satisfied.

1. The secretary's report of minutes of the Board of directors meeting of June 19, 1999 was presented. A motion was made by Ted Fuller and seconded by Charles Marchbanks to wave the reading of the minutes and that they be accepted as printed. The motion passed with out opposition.
2. Treasure Ken Thompson presented treasures report. John Shaw asked a question about the \$1000.00 to the Omaha convention. Response was that this is standard to help the host group get started. In addition another \$396.00 was used for the contest plaques, which the Region buys. Don Wetmore made a payment of \$199.00 and stated that when the convention cars sold the convention would pay back the rest of the advance. A motion was made by Whit Johnson and seconded by John Shaw to accept the treasure's report. Motion was passed without opposition.
3. Treasure Ken Thompson presented the budget report to the board. A Motion was made by John Shaw and seconded by Charles Marchbanks to accept the budget as presented. Motion passed without opposition.
4. Director reports were presented to the board. A discussion of the Great Midwestern Division took place and Present Hardy asked Whit Johnson to talk to the Director and former Director to see what could be done in that Division. Western Heritage Division reported that they meet the second Saturday of each month and have two clinics. Indian Nations Director reported a problem with the AP program. Indian Nations is meeting quarterly with an out of town speaker coming in to present a clinic. They will not be holding a train show this year.
5. Charles Marchbanks the Caboose Kibitzer Editor reported that the new Kibitzer is at the printers and that the deadline for the next issue would February first.
6. Randy Meyer reported that the membership was at 718 with 29 complementary for a total of 747. Which is up 50 from June 1999. There was then a discussion of membership lists being requested by divisions so that NMRA member that are not Region members can be contacted

about upcoming division functions. A motion was made by Dan Batson and seconded by Charles Marchbanks for the MCoR Trustee to request that the national send member ship lists and information by electronic mail to the designated Region Official. After a discussion of how this would be more cost effective and allow the divisions to do more with the information the motion passed with out opposition.

7. After looking at the AP report submitted by Dan Osborn President John Hardy requested that the Division AP Chairs report to the Region AP Chair each month. Even if the report is that there is no activity. A carbon copy is to be sent to both President John Hardy and Secretary Randy Meyer. There are three new MMRs in the Region this year.

8. New convention chairman Larry Alfred presented his report to the board and stated that he has started work with the Kate Shelley Division for the convention this year.

- A. Omaha had a net loss of \$801.00. A check was presented to the board for \$199.00. President John Hardy made a request for photos and an article about the Omaha convention be sent to the Kibitzer editor. Information about the AP awards be sent to the AP chair as soon as possible.
- B. The Kate Schelley will be holding the 2000 MCoR convention on June 15-18,2000. This will be the 50th anniversary of the Mid-Continent Region. NMRA President Charles will be there to help celebrate.

9. National convention report

- A. Kansas City; Every thing is finalized and are waiting for the Region to get the 501 © (3) standing with the IRS.
- B. 2001 is on schedule looking at about 60-70 layouts. Prototype tours and clinics will also be an important part of the convention. Volunteers are needed to help with the convention. Volunteers will receive special incentives if they register and help. The Western Kansas Division and the Central Kansas Division have volunteered to help with registration and the Turkey Creek Division have volunteered to help with the auctions.

10. Ken Thompson volunteered to be sales manager for the Region. His offer was accepted. He suggested that an ad be placed in the Kibitzer for the car kits the Region has. He also suggested that the Region send samples of the cars to Model Railroader for review. 124 patches are for sale

11. There was no report dealing with the Internet

OLD BUSINESS

12. MCoR Library will be housed in the Kalmbach Memorial Library at national headquarters. This will take place when the Region gets its 501 © (3) status.

13. 501 (C) (3) paper work has been submitted and has been acknowledged. We should here something by the end of January.

14. Larry Long award tabled.

NEW BUSINESS;

15. President John Hardy reported that an e-mail and Mail vote was taken on a change to the Western Heritage Divisions Constitution. The vote approved the change and because the by-laws are covered by the constitution there was no need to approve the by-laws.

16. President John Hardy requested that all Divisions send a copy of their Constitution and by-laws to Randy Meyer the MCoR Secretary.

17. Bob Amsler the Region's attorney made a suggestion that a change be made in the Region's Constitution to clarify what constitutes a quorum at meetings and what constitutes a meeting. After discussion a motion was made by John Shaw and seconded by Whit Johnson. The motion is as follows:

Eliminate the first sentence of Article V, Section 8

Enact a new Article III, Section 3 and eliminate the current Section 3

A quorum for the purposes of holding meeting shall be those members of the BOD and Officers in attendance at the meeting after notice to all members of the BOD and Officers. Notice shall be by mail, telephone, or electronic mail to the last known contact for the members of the BOD and Officers. A meeting may take place in person, by telephone, by electronic mail or other suitable methods.

After discussion the motion was passed with out opposition.

18. The Kate Shelley Division requested that the Region do something special for the convention this year because it is the 50th anniversary of the Region. (continued on page 20)



Gateway 2001

NMRA National Convention

St. Louis – July 8-15, 2001

<http://www.gatewaynmra.org>

If you are a model railroader, St. Louis is the place to be in 2001. From N and TT to live steam, narrow gauge, loggers, standard gauge, tinplate, short lines, mainlines, indoors or out, layouts abound in and around St. Louis. Layout and prototype tours are being planned so you'll spend less of your time on the road and more time visiting great model railroads and prototype attractions.

We'll have contests, clinics for all levels of hobbyists, and lots of "non-rail" activities for the non-modelers in your family to enjoy. As a **Rocket Club** member, you'll be kept informed about our plans for the Convention and what's happening in and around St. Louis so you can plan your trip to **Gateway 2001** in St. Louis.

- Model layout tours (in tour buses)
- Prototype railroad and industry tours (also in tour buses)
- Clinics and hands-on learning sessions
- Model and photo contests
- Special Interest Group sessions
- Meet other modelers
- Lots of family activities
- National Train Show

Our exclusive **Rocket Club** membership (\$100) provides advance registration for the **Gateway 2001** National Model Railroad Association National Convention in St. Louis in July 2001 and first chance to register for all tours after the **Eagle Club** members. In addition to **full registration benefits**, you will receive:

- ☆ a special **Gateway 2001** patch
- ☆ **Gateway 2001** lacquerware pin
- ☆ **Gateway 2001** tote bag
- ☆ \$20 credit toward tours

Registration for the **Rocket Club** will continue through August 31, 2000. This is the best value package.

Visit our website for more details on the convention, tours, layouts, and St. Louis activities:

<http://www.gatewaynmra.org>

If you have questions, email us at:

registration@gatewaynmra.org

To join the **Rocket Club**, please send your check for **\$100** payable to "Gateway 2001" or provide complete credit card billing information. Credit card billing will be through

"The National Model Railroad Association".

Send your form and payment to:

**The Gateway Division, NMRA
Rocket Club
P. O. Box 6846
Chesterfield, MO 63006-6846**

Sign me up for the Rocket Club! Please print.

Name	
NMRA Number	
Street Address	
City, State, Zip	
Country	
Phone	()
Fax	()
Email	

☐ Check

#



Signature

Card Number

Credit Card Expiration Date

Please send all funds in US dollars. Thanks!

for our use only section of form:

Member #		R
Date		
Amount Paid		
Check Number		

GARY'S SWITCHING LIST

By Gary Hemingway
MCoR Area Meet Chair

Help us coordinate the show dates so when there are more than one show on a given date they are not necessarily next door to each other. Write me or send me your flyer or division or club newsletter to 3201 SW Stone Ave., Topeka, KS 66614-2823 or call me at (785) 273-3350 email 103045.2047@compuserve.com. Here are the show dates.

FEB 13, 2000 - MID-AMERICA TRAIN MEET, Reardon Civic Center, Minnesota Ave-State Ave at 5th St., Kansas City, KS, 9 am - 2 pm, Adm: \$3, (7 am early adm \$5), under 12 free w/paid adult. Info Steve or Sherri Stich, P. O. Box 369, Leavenworth, KS 66048, (913) 651-5864.

FEB 19 - 20, 2000 - LINCOLN AREA MODEL RAILROAD SHOW, Nebraska State Fairgrounds, Agricultural Bldg., Lincoln, Nebraska; Setup Feb 18 12 noon until ??, Sat 9 am - 5 pm, Sun: 10 am - 5 pm. Adm: Adults \$4, Children 5 - 12 yrs \$1. Tables \$15 for first 5, \$13 after. Info: Charles Buswell, 2749 California Ct., Lincoln, NE (402) 475-0600 email: cb04958@navi.net.

MAR 4 - 5, 2000 - GATS, American Royal, Kansas City, MO. Adm: \$6, 11 am - 5 pm both days.

MAR 11 - 12, 2000 - 13th ANNUAL AIR CAPITAL TRAIN SHOW, Century II Exhibition Hall, Sat 9 am - 5 pm, Sun: 11 am - 4 pm, Adm: Adv \$4.50, Door \$5, Tables 1st 6 \$18, 7th up \$15, Wichita, KS. Info: P. O. Box 3245, Wichita, KS 67201-3245, actsm@southwind.net or www2.southwind.net/~actsm,

MAR 18, 2000 - BOEING EMPLOYEES RAILROAD CLUB - ST. LOUIS RAILROAD SWAP MEET, Greenfelder Recreation Complex at Queeny Park, 550 Weidman Rd, Manchester, MO, 10 am - 3 pm, Adm \$2 under 12 free w/paid adult, Tables \$14. Info: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206, email: whitehrse@concentric.net, Ph (after 6:30 pm) (636) 668-6313.

MAR 18 - 19, 2000 - SW MISSOURI RR ASSOCIATION MODEL RAILROAD SHOW & SWAP MEET, Senior High School, 20th & Indiana St., Joplin, MO, Adm: \$3 adult, \$1 children; Tables \$12, Info: Rick Gardner, (417) 673-4888, email: rickgardner@sofnet.com or Southwest Missouri Railroad Association, 11486 County Lane 214, Oronogo, MO 64855.

MAR 25 - 26, 2000, POTTAWATOMIE RAILROAD SOCIETY ASSOCIATION 2000 SWAP MEET & TRAIN SHOW, Onaga High School, 500 High ST., Onaga, KS; Sat: 9 am - 4 pm, Sun: 10 am - 3 pm, Adm: \$3, under 10 free w/paid adult, Tables \$6. Info: Dale

Renfro, 417 Lucien, Onaga, KS 66521 (785) 889-7194, Verne Ratcliff, (785) 889-4424.

APR 1, 2000 - OZARK MODEL RAILROADERS ASSOC. 22nd ANNUAL TRAIN SHOW & MEET, Praise Assembly of God Church, 3535 N Glenstone (1/4 mi N of I-44), Springfield, MO. Info: Dan Batson at DanBat710@aol.com (417) 863-6402 OR Harry Neale (417) 725-9641.

APR 1 - 2, 2000 - WESTERN HERITAGE DIV., MCoR, NMRA, SPRING 2000 MODEL TRAIN SHOW, Holiday Inn Convention Center, 3321 S. 72nd St., Omaha, NE; Sat: 9 am - 5 pm, Sun: 11 am - 6 pm; Adm: \$5, under 12 free w/paid adult; Info: Barbara Lundquist, 504 Pioneer Rd., Papillion, NE 68046 (402) 597-3988, bml@uswest.net.

APR 8, 2000 - TOPEKA MODEL RAILROADERS 17th ANNUAL TOPEKA TRAIN SHOW & SWAP MEET, Expo-Center Ag Hall, 17th & Topeka, Topeka, KS; 9 am - 5 pm, Adm: \$3 under 12 free w/paid adult, Tables: \$10 by Mar. 15, \$15 after, Info: Gregg Wilcox, Registrar, P. O. Box 1856, Topeka, KS 66601, (785) 271-6272 or e-mail: 103045.2047@compuserve.com

APR 8 - 9, 2000 - NEBRASKA WEST CENTRAL DIV, MCoR, NMRA TRAIN SHOW & SWAP MEET, D&N Event Center (South of the interstate) North Platte, Nebraska Sat. 10:00 am - 6:00 pm, Sun. 10:00 am - 4:00 pm Adm: \$3 per person, \$5 per family, <Body Text> (children under 5 free), applies to both days. Model Contest NMRA judging available, Free train rides for kids with admission, Union Pacific tours (Extra Fare) (Saturday only), Silent Auction (Sunday), Contact: Gene Tacey, Registrar, PO Box 485, Sutherland, NE 69165

APR 9, 2000 - SOUTHERN ILLINOIS TRAIN CLUB MODEL RAILROAD SHOW & SALE, John A Logan College Gym, Carterville, IL, 11 am - 4 pm, Adm: Adult \$2, Children under 12 free w/paid adult, Family \$5. Info: Randy Domineck, 814 Chamness Rd., Royalton, IL 62983 (618) 984-4474.

MAY 7, 2000 - MID-AMERICA TRAIN MEET, Reardon Civic Center, Minnesota Ave-State Ave at 5th St., Kansas City, KS, 9 am - 2 pm, Adm: \$3, (7 am early adm \$5), under 12 free w/paid adult. Info Steve or Sherri Stich, P. O. Box 369, Leavenworth, KS 66048, (913) 651-5864.

MAY 20 - 21, 2000 - BOOTHILL MODEL RR CLUB SOUTHWEST KANSAS MODEL TRAIN & HOBBY SHOW, Finney County Fairgrounds, Garden City, KS, Sat: 9 am - 6 pm, Sun: 10 am - 4 pm, Adm: \$3, under 10 free w/paid adult. Info: Mark Fisher (316) 335-5386 markfish@ucom.net, Bob Simmons (316) 272-0444 ras@odsgc.net, Jeff Salyer (316) 276-2387 salyer@midusa.net, Jon Ryman (316) 275-5260.

JUN 16 - 18, 2000 - 50th ANNIVERSARY MID-CONTINENT REGION CONVENTION HOSTED BY KATE SHELLEY DIVISION, Best Western Starlight Village, I-35 & 13th St., Ames, IA; Info: Registrations: MCoR Convention 2000, 3500 Grand Ave #11, Ames, IA 50010-4157; Conv. Chair: Carl Chumos, 819 Wilson Ave, Ames, IA 50010, (515) 233-8256 em: chumoscarl@mcleodusa.net; Registration Chair: Elijah Gansen 2116 Storms Coover, Ames, IA 50013, (515) 572-1741, em: egansen@iastate.edu; Train Show Chair Kent Giroux, 106 May St. Radcliffe, IA 50230-0211, (515) 899-7711, em: girouxex@juno.com; Bob Folkmann (515) 232-8689.

JUN 24 - 25, 2000 - GATS, Century II, 225 W. Douglas, Wichita, KS Adm: \$6, 11 am - 5 pm both days

JUL 1 - 2, 2000 - GATS, Belle-Clair Expo Center (Fairgrounds), 200 S Belt East, Belleville, IL, Adm: \$6, 11 am - 5 pm both days

JUL 22 - 23, 2000 - GATS, Veterans Memorial Aud. 833 5th Ave, Des Moines, IA, Adm: \$6, 11 am - 5 pm both days.

JUL 30 - AUG 6, 2000 NMRA NATIONAL CONVENTION, San Jose, CA, Host Pacific Coast Region; 21st Century Limited. Info: Bob Ferguson, Registrar, 530 Fig Tree Lane, Martinez, CA 95453; E-mail: BobPCRCDD@aol.com

AUG 6, 2000 - MID-AMERICA TRAIN MEET, Reardon Civic Center, Minnesota Ave-State Ave at 5th St., Kansas City, KS, 9 am - 2 pm, Adm: \$3, (7 am early adm \$5), under 12 free w/paid adult. Info Steve or Sherri Stich, P. O. Box 369, Leavenworth, KS 66048, (913) 651-5864.

SEP 23, 2000 - BOEING EMPLOYEES RAILROAD CLUB - ST. LOUIS RAILROAD SWAP MEET, Greenfelder Recreation Complex at Queeny Park, 550 Weidman Rd, Manchester, MO, 10 am - 3 pm, Adm \$2 under 12 free w/paid adult, Tables \$14. Info: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206, email: whtehrse@concentric.net, Ph (after 6:30 pm) (636) 668-6313.

SEP 30 - OCT 1, 2000 - GATS, Civic Aud. 1804 Capitol Ave, Omaha, NE, Adm: \$6, 11 am - 5 pm both days

NOV 25 - 26, 2000 - GATS, Gateway Center, 1 Gateway Dr., Collinsville, IL Adm: \$6, 11 am - 5 pm both days

DEC 9 - 10, 2000 - GATS, American Royal 19th & Wyoming, Kansas City, MO, Adm: \$6, 11 am - 5 pm both days

□

DEC 10, 2000 - MID-AMERICA TRAIN MEET,

Reardon Civic Center, Minnesota Ave-State Ave at 5th St., Kansas City, KS, 9 am - 2 pm, Adm: \$3, (7 am early adm \$5), under 12 free w/paid adult. Info Steve or Sherri Stich, P. O. Box 369, Leavenworth, KS 66048, (913) 651-5864.

JUL 8 - 15, GATEWAY 2001 NMRA NATIONAL CONVENTION & TRAIN SHOW, hosted by GATEWAY DIV., MCoR, St Louis, MO; Info: The Gateway Division, NMRA, P. O. Box 6846, Chesterfield, MO 63006-6846; <http://www.gatewaynmra.org>; em: registration@gatewaynmra.org.

January 8th 2000 BOD Minutes continued

A motion was made by Ken Thompson and seconded by John Shaw for the Region to pay for the production of a lapel pin with the convention Logo. This pin would be given to each attendee at the convention. The Motion passed with out opposition.

19. A motion was made by Dan Batson and seconded by George Maulsby that the board adjourn. The motion passed without opposition. The meeting was adjourned at 1:52 P. M.

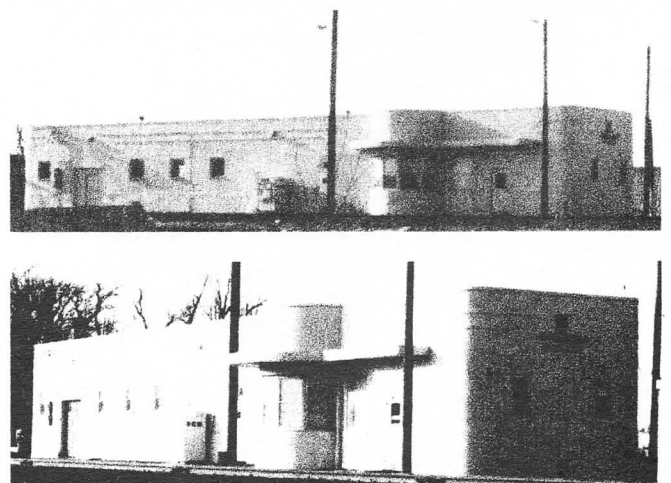
Respectfully submitted:

Randy Meyer
MCoR Secretary

AN ODDITY OF THE 1990'S

By Charles Marchbanks

While most towns have lost there depot Oakley Kansas has been lucky to keep there's. Although it is not used as a depot the Union Pacific Railroad still uses the building. The last Station agent left in 1992 or 1993. Then the baggage part of the depot and some office space was made into a locker room for train crews as Oakley was a crew change point until 1998. (continued on page 30)



A Portable Track Cleaning Platform

By Al Gaddini

One or more dummy units behind the lead locomotive gives the appearance of increased motive power. One of these units can be used to hold a portable platform for track cleaning. You can also have a separate dummy unit to use for track cleaning.

Because my layout is in Ho scale I used a Athearn SD45 dummy unit. I used a Southern Pacific unit because my freight lines are Union Pacific, Santa Fe and Southern Pacific. I also use the same unit with my Santa Fe passenger train for track cleaning.

The SD45 works well on large and minimum radius curves however I did replace the plastic wheels with metal ones.

The Athearn Diesels have four holes drilled through the fuel tank. They hold the legs of the motor mounts that hold the Athearn motor. The track cleaning platform is attached by inserting four wooden dowels into these holes beneath the fuel tank. A piece of polished paper is taped to the bottom of the platform hence (and where would we be without the word hence) you have a portable track cleaning platform that can be used each time you clean your track. Because this is not a permanent attachment the platform is easily removed.

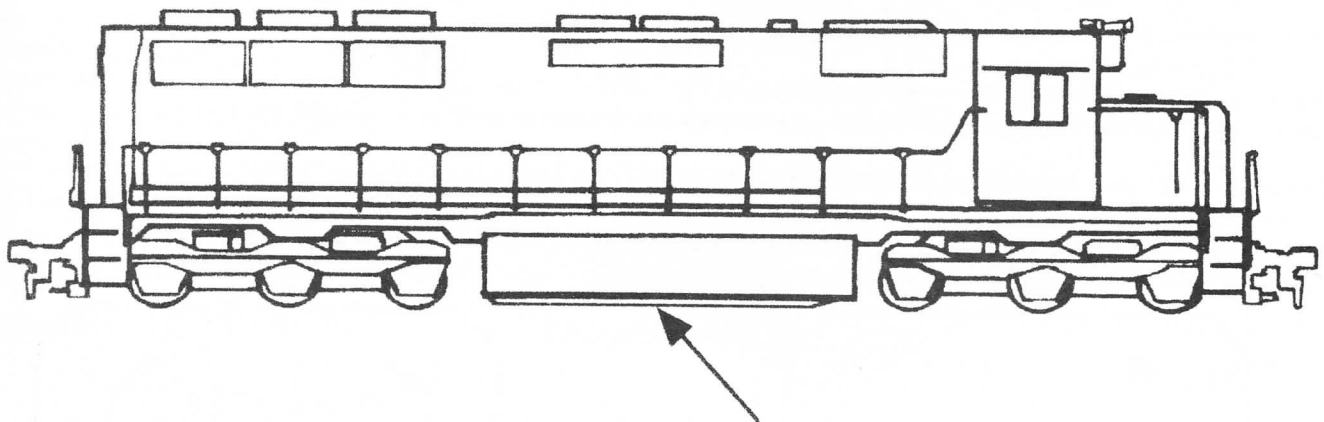
The polishing paper can be changed and replaced with a clean piece. You can also use two pieces of polishing paper together to increase the pressure as long as it doesn't interfere with the rolling action of the dummy unit. You can test the pressure by rolling the unit back and forth on a piece of track.

The material needed to make the track cleaning platform for HO scale are a 3/32 inch thick piece of basswood and a 1/8 inch diameter wood dowel.

The polishing paper is used to clean airbrush needles and can be purchased at an art store such as Keith Coldsnow in Overland Park Kansas. If they are out of stock it can be ordered.

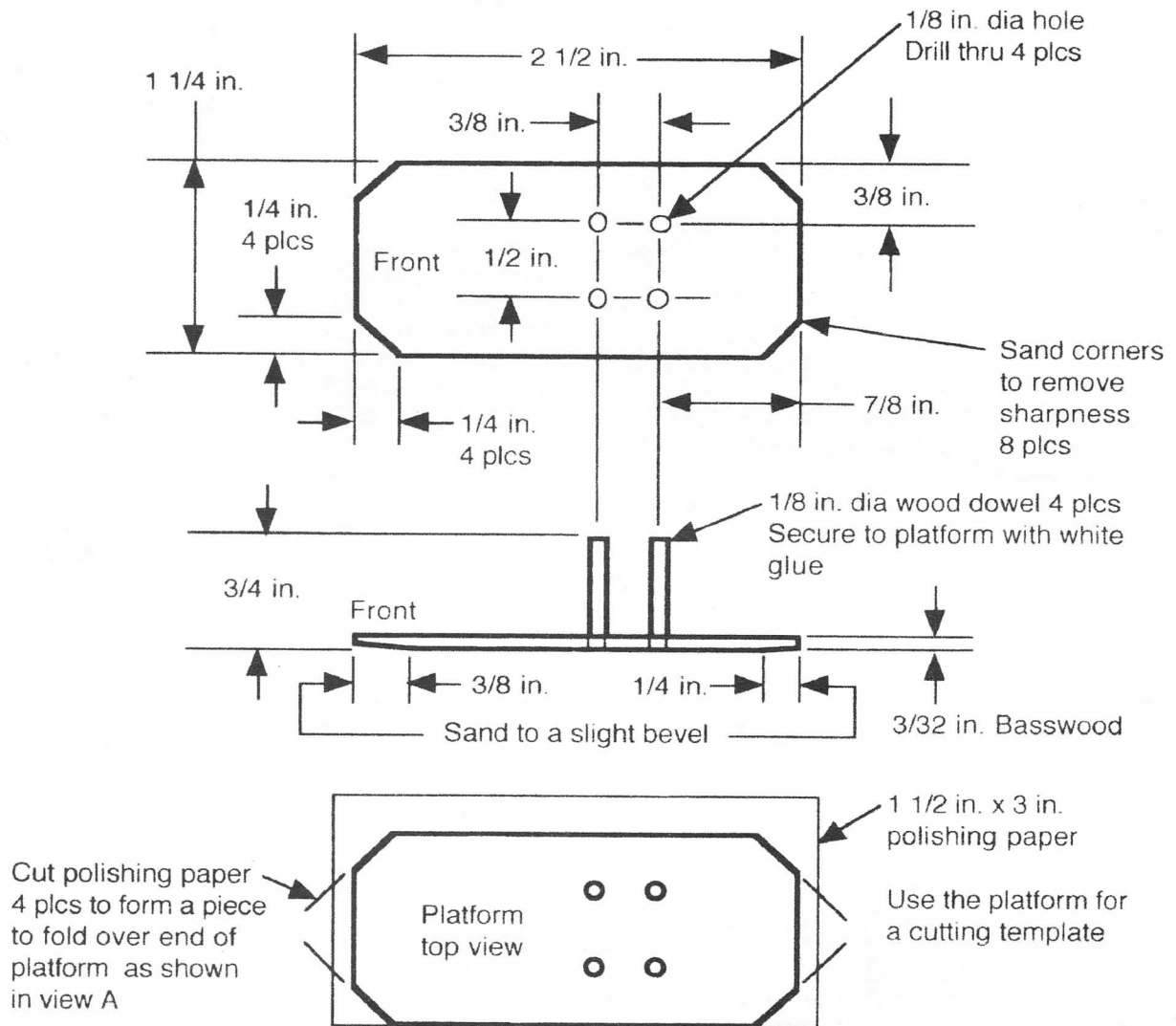
The same principals described and shown in the illustration can be applied to any scale dummy unit locomotive. The difference being the size of the platform, the height, position and diameter of the wood dowels. You would have to determine the size for your scale by measuring the fuel tank and the location of the motor mount holes on your dummy unit. If there are no holes then you would have to drill through the fuel tank using a drill the diameter of the wood dowel you want to use for posts. The height of the dowels would be determined.

The dummy unit should roll easily so you need a minimum of pressure between the cleaning platform and the track. This would determine the thickness of your track cleaning platform plus the thickness of the polishing paper. The same would apply if you decide to use two pieces of polishing paper together.

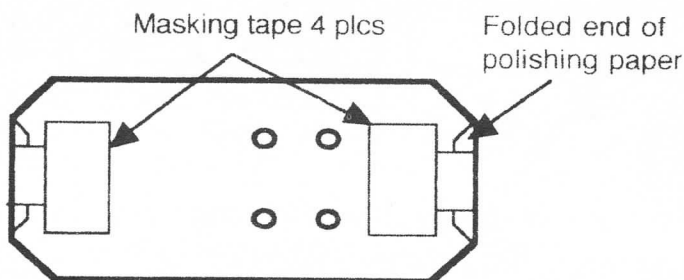


Portable track cleaning platform and polishing paper attached to bottom of fuel tank.

The dimensions shown are 1 inch = 1 inch
to fit the SD45 Athearn dummy unit.
The wood used is Basswood.

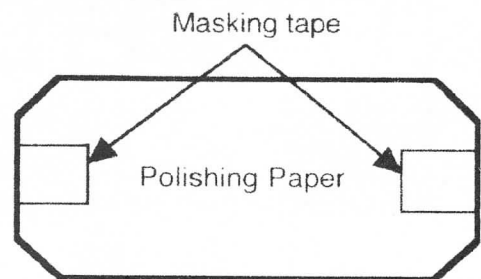


Cut out a piece of polishing paper the size of platform as shown



View A

Top view of platform with the folded ends of the polishing paper secured with masking tape.



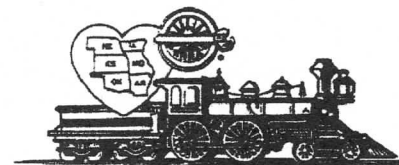
View B

Bottom view showing polishing paper attached with masking tape.

Dwg by. Al Gaddini



Mid-Continent Region NMRA 2000 Convention



Celebrate 50 Years of the Region, June 15 - 18, 2000
Hosted by the

Kate Shelley Division, MCoR NMRA

Location

This special event will be held in Ames, Iowa, the home of the Iowa State University Cyclones. Major industries in the area include Agriculture, Veterinary Research, Hach Chemical, Sauer Sundstrand Company, Barilla America, 3M Manufacturing, U. S. Filter, Ball Plastic Container Operations, and many others.

Best Western Starlite Village -

I-35 & 13th Street, Ames, IA 50010: (515) 232-9260 or (800) 903-0009: Fax: (515) 232-9260

Situated on the East side of Ames, with easy access to Interstate 35 and Highway 30, the Best Western Starlite Village provides ample meeting space, lodging and dining services to provide all meeting and lodging requirements under one roof. Recreational facilities and indoor pool.

Event

This 50th Anniversary Convention will be a special opportunity for all to gather and celebrate the Mid-Continent Region, the National Model Railroad Association, and all of the *Milestones* that we have achieved.

Activities

Activities will include, yet will be far from limited to the following.

Contests, these will be judged by NMRA Achievement Program guidelines in accordance with the Contest Rules of the Mid-Continent Region.

Clinics, we will be hosting clinics on a wide range of topics. There are over two dozen planned. These will be available to registrants on Thursday, Friday, and Saturday.

Train Show, this will be one of the main attractions with over 70 tables for dealers, a silent auction, display layouts, and much more. This will be one of the premier events open to the general public on Saturday, as well as the convention attendees. This is our opportunity to share the National Model Railroad Association, Mid-Continent Region, and the Kate Shelley Division with others who have not yet gotten on board.

Door Prizes, there will be more door prizes than anyone will have time to count. The biggest activity of the weekend is to collect all of the prizes.

Layout Tours, is a big part of any convention and train show. We are planning to see several of the best layouts in Central Iowa during the few days that we have. There are several layouts that will be available on some of the Friday bus tours, as well as some local ones each night.

Prototype Tours are planned as part of the bus tours on Friday also. The ex-CNW shops in Marshalltown, Iowa are planned to be among these.

Banquet, the Annual Awards Banquet and MCoR Annual Meeting will be held at the Convention Hotel. This will include a buffet dinner, an Anniversary celebration, door prizes, contest prizes, Region Presentations, and the Annual MCoR Meeting.

Convention Chairman

Carl Chumos
819 Wilson Ave.
Ames, IA 50010
(515) 233-8256
Email: chumos.carl@mcleodusa.net

Registration Chairman

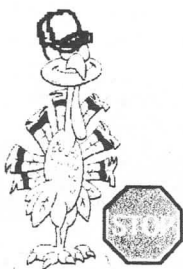
Elijah Gansen
2116 Storms Coover
Ames, IA 50013
(515) 572-1741
Email: egansen@iastate.edu

Train Show Chairman

Kent Giroux
106 May St.
Radcliffe, IA 50230-0211
(515) 899-7711
Email: girouxk@juno.com

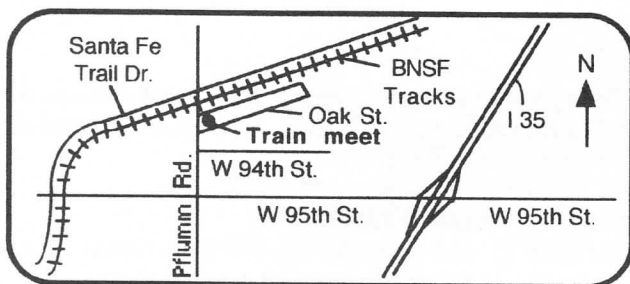
Registrations

Mail to:
MCoR Convention 2000
3500 Grand Ave. #11
Ames, IA 50010-4157



**The Turkey Creek Division
Mid Continent Region
National Model Railroad Association
Presents**

Turkey Creek 2000 – Train Show and Swap Meet



Lenexa Immediate Area Map

**Saturday, August 19, 2000 at the
Lenexa Community Center
13420 Oak, Lenexa Kansas
(Greater Kansas City Area)
9:00 AM to 2:00 PM**

How to Clinics

**Contest Room with Popular
Vote judging**

**NMRA Achievement Award
Judging Available**

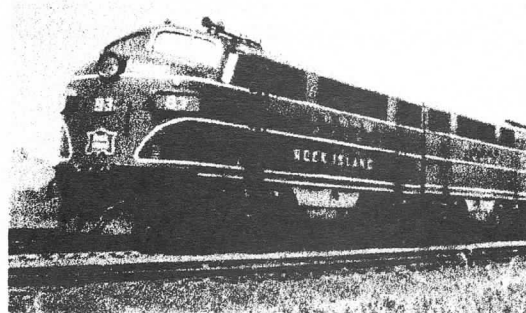
Operating Layouts

Swap Tables

Home Layout Tours

Door Prizes

Food available on site



ADMISSION

**\$4.00 Pre-Reg. by August 1
\$5.00 At The Door
Children under 12 are free
when accompanied
by a registrant.**

REGISTRATION

**Jack Ferris
c/o Turkey Creek 2000
P.O. Box 7362
Overland Park, KS 66207**

**Bill Craig
c/o Turkey Creek 2000
309 S. Stevenson
Olathe, KS 66061**

SWAP TABLES

\$10.00 each Plus Registration

**Bill Humenczuk
8624 W. 116th St.
Overland Park KS 66210-2828**

**Douglas Wood
14906 W. 150th St.
Olathe KS 66030
dougwood@sound.net**

Book Review

By Marty Vaughn, MMR

Kansas Pacific, An Illustrated History by Robert Collins, Copyright 1998, Service Press, 160 Pages, \$20.

I know that at least a few KCD members purchased or read the book *Ghost Railroads of Kansas*, Published in 1997 by Robert Collins. This book is along the same vein, with lots of pictures and some text, but this one deals with only one railroad, the Union Pacific Railway Eastern Division, Kansas Pacific Railroad or the Smoky Hill route of the Union Pacific. The railroad has had a long history as its many names imply. The railroad and the state of Kansas were born and grew up together.

I have to admit that I have always been partial to this railroad. During my entire time in Kansas I never lived more than ½ mile from the tracks. I have also always tended to use this railroad as the prototype that I model.

The book is a good short general history of the railroad through its merger into the Union Pacific. The best parts of the book are the photos. Mr. Collins obviously spent a good deal of time in the Kansas Historical Society going through the photo archives located there. There are several photos that I have not seen outside of the historical society and a couple that I had not seen anywhere before.

If you are interested in modeling some great old buildings, there are several in these photos that would look great on a layout. Some that caught my fancy were the combination hotel and depot at Ellis (KS.) and the stock pens at Ellis. (Ellis was the KP's effort to regain the Texas cattle trade that they had lost when Newton on the AT&SF took the trade away from Abilene.) The most impressive building in my opinion was the limestone combination station and hotel at Victoria, Kansas. This beautiful two-story station will have to be on my future layout somewhere. I think that a good model of this could be a great contest winner.

The two other buildings that I had not seen in pictures before were the wooden roundhouse at Armstrong, Kansas (Kansas City) and the lime stone roundhouse at Ellis. Although the six-stall stone KP roundhouse in Wamego, if I were to try to model it, I would use the eight-stall roundhouse in Ellis as my Prototype. If you have any interest in the Kansas Pacific or early railroading in Kansas, this book will be of interest to you.

My only complaint! I wanted more narrative to go along with the pictures. I think that the history of the KP, from the first cattle trade at Abilene (KS) to the amazing cast of characters surrounding it, including Joseph McCoy, William Palmer (who

started his own railroad a bit farther west), Charles Fremont, LTC Custer and the 7th Cavalry, COL Greirson and the 10th Cavalry, Roman Nose and the Cheyenne Dog Soldiers, James Butler Hickok, William F. Cody, "Mother" Bickerdyke and Squirrel Tooth Annie, to name a few, could support a much bigger book that could be an interesting read.

Editor's Note

The preceding article was taken from *The Brass Pounder* with permission of the author. The Brass Pounder is the newsletter of the Kansas Central Division.

Commit from the Editor.

I have this book and also enjoyed it but agree that a lot more narration could have been added. As, the book only tells the story of the Kansas Pacific Railroad but not the history of the line after The Union Pacific took ownership. I was drawn to this book because I live in a town that is a long this line. I was hoping that it might add something to what I know of the history of my town. While the book did not do this, I did find some information on a building that is in Wallace KS. I had no clue until reading Mr. Collins book that this building had any relationship to the railroad. I would have thought as during the summer of 1999 it was opened as part of a museum after being restored.



The photo is of the building I wrote about above. This was the Kansas Pacific Superintendent's office and residence at Wallace KS. The Fort Wallace Memorial Association restored the building. They have a museum off of US-40 in Wallace KS. I am not sure how the association is using the building. It was undergoing restoration in January of 1999 when this photo was taken

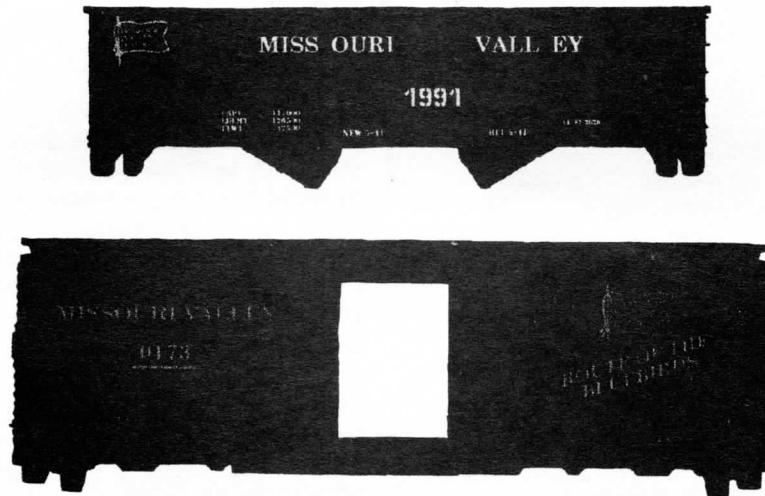
The Mid-Continent Region Company Store

has the following items for sale.

HO Cars to Honor Larry Long, MMR

1. Athearn 37' Hopper Missouri Valley 1991 (black with yellow and White Lettering)
2. Athearn 40' single door box car Missouri valley 0173 (Blue with white lettering)

These cars are \$14 each or two for \$26.



Also available are Micro trains N-scale tank cars, painted black with lettering for Mid-Continent Oil Company, Tulsa. \$12 each

MCoR Patches are \$3 each.



Shipping for the cars is \$3.20 for up to four cars. No charge for shipping one patch.

Send orders to: MCoR Sales manager
911 Queensbridge RD
Ballwin, MO 63021-6709.

Checks or money orders should be made payable to MCoR-NMRA

**Ozark Model Railroaders Association's
22nd Annual Train Show and Swap Meet!
April 1st, in the year 2000**

Getting Back to Basics

Come join us at the 22nd Annual OMRA Train Show and Swap Meet. For 22 years the OMRA has been putting on our Train Show and Swap Meet. Swap tables, clinics, layouts, NMRA & popular vote model judging & portable layouts at the meet. PLUS! a "Provide Your Own Transportation Tour" of some great railroading spots like the Frisco Museum, the foot bridge over the old Frisco yards, the Frisco Steam Locomotive at Grant Beach Park, the OMRA's layout and home layouts.

We are back at Praise Assembly for the 3rd year, the address is 3535 N. Glenstone in Springfield, MO. A quarter of a mile north of Interstate 44 on Glenstone Ave. Several motels to choose from for anyone who needs a place to stay, and easy access from several major highways. We have room for over 125 swap tables!

There will be several modelers clinics for the amateur to advanced modeler with Ron Williams, MMR and other local modelers. Clinics on the Frisco too. We will open at 9 a.m. and close at 4 p.m..

Bring your favorite model and take home a trophy!! There is popular vote and NMRA model judging. Back again from previous years shows is the "Provide Your Own Transportation" tour. Admission to the Frisco Museum, stop by and look at the remodeled dining car and lots of other Frisco items on display. Take a walk over Springfield's footbridge which spans the old Frisco Yards. Stop by and take a gander at the Steam Engine on display at Grant Beach Park. Look in on the new OMRA layout and see what we are planning. Also home layouts on tour. Plus hourly door prizes, how-to clinics, layouts at the meet and plenty of railroad stuff to buy. Sound like fun? Then join us and everyone else who is coming to the OMRA's 22nd Annual Train and Swap Meet!

For information on preregistration, contact Dan Batson, 1012 W. Elm Arcade, Springfield, MO 65806, 417/863-6402 or at DanBat710@aol.com,

For table information contact Larry Smith, 2226 W. Walnut Springfield, MO 65806, 417/865-6250 or at LSmith7364@aol.com.

Send payments to Harry Neale, 4681 Fremont Rd, Ozark, MO 65721, 417/725-9641.

Preregistration: Adults \$4, Child \$1 (5 & under free), Families \$8 (mom, dad, son(s) & daughter(s)).
Day of the show: Adults \$5, Child \$2, Families \$10.


Table rental:

8 ft. is \$15 for the 1st table, \$12 for each table thereafter,
6 ft. table the 1st table is \$12, each table thereafter is \$10.

Pike Registry

 <p>STANDARD RAILROAD OF THE SAN JUAN</p> <p>Sn3, of course</p> <p>Pete Bellos President Shawnee, Kansas</p>	 <p>STANDARD RAILROAD OF THE SAN JUAN</p> <p>G</p> <p>Tedy Bellos Superintendent Shawnee, Kansas</p>	<p>Granite City, Glen Carbon & Caseyville "The Bottoms Line"</p> <p>Daniel F. Osborn, CEO Headquarters 410 Camelot Dr. Collinsville, IL 62234 618-345-4209</p> <p>PHONE: (913) 631-1110 FAX: (913) 631-1613</p>
<p>C&RM RR Canyon & Rocky Mountain RR</p> <p>President Randolph P. Meyer 156 Ladue Oaks Dr. Creve Coeur, MO 63141</p>	<p>Baker Creek & Sun Valley RR</p> <p>911 Queensbridge Road Manchester Mo 63021</p> <p>Ken Thompson, President</p> 	<p>KAW VALLEY RAILROAD</p> <p>Michael J. Fyten PRESIDENT Heartland "S" Scaler</p> <p>6801 NOLAND ROAD SHAWNEE, KS 66216</p>
 <p>El Dorado & El Reno R.R. <i>Venita Lake</i> Inventory Acquisition Agent Richard E. Lake Roadmaster 5851 Waterman Blvd., St. Louis, MO 63112-1515 Telephone 314-727-7378</p>	 <p>SHELTER BAY RAILWAY CORPORATE HEADQUARTERS 9331 FARLEY LANE OVERLAND PARK, KANSAS 66212 (913) 888-4080</p> <p>G. PATRICK HARRIMAN, MMR PRESIDENT CHIEF OPERATING OFFICER</p>	<p>NEBRASKA & SOUTHERN RAILROAD</p>  <p>"Links The Gulf Coast" "The Way South"</p> <p>GENE R. TACEY SUPERINTENDENT P.O. BOX 485 SUTHERLAND, NE 69165 308-386-2489 taceys@gpcom.net</p>
<p>UNION PACIFIC RAILROAD</p>  <p>CHARLIE STAPLETON General Superintendent Kansas Division</p> <p>1411 N. 79th St. HO Scale Kansas City, KS 66112 913-299-2923</p>	 <p>Loon Lake Railway & Navigation Co.</p> <p>Peter B. Smith Receiver</p> <p>4317 Mahogany Lane, Belleville, IL 62226 Tel 618 277 5518 E-Mail: psmith@apc.com</p>	<p>Midwest and West Model Railroad</p>  <p>Headquarters: 9508 Buena Vista Overland Park Ks 66207 913-341-9699</p> <p>President - Al Gaddini</p>
<p>Gü's Box & Satori Railroad "The Road to Enlightenment"</p> <p>Rudolph Günter, founder</p> <p>Robert F. Guenter Maintenance Foreman 714 So. 33rd Street Lincoln, NE 68519 Phone: (402) 476-6811</p> 	 <p>MR. DENNIS O. SMITH</p> <p>DEERBROOK & SALTEN RAILWAY CO. THE IRON ROAD</p> <p>665 SOUTH YORK COURT Springfield, MO 65802</p> <p>WINTER QUARTER 4041 P.T. BARNUM & D. SMITH RAILROAD CIRCUS</p>	<p>The Final Solution Railroad</p> <p>FI-SOL</p> <p>Shannon Rumley President</p> <p>Springfield, Missouri 417-881-6477</p>
 <p>PIPER VALLEY RAILROAD</p> <p>CO-OP HEADQUARTERS 912 RIDGE DRIVE BELTON, MO 64012 (816) 331-2773</p> <p>JOE B. ROBERTSON, MMR PRESIDENT & CEO</p>	<p>DEWEY B. SMITH President & General Manager NMRA HO Scale MCoR</p> <p>POSSUM RIDGE RAILROAD</p> <p>2244 S. Pershing • Wichita, Kansas 67218 • 316-686-0461</p>	 <p>Ron Morse, MMR 8324 Hall Dr. Lenexa, KS 66219 (913) 894-6472 rdmorse1@juno.com</p> <p>"ROUTE OF THE COUGARS"</p>
<p>MCoR</p>  <p>Clear Creek & Quicksilver "The Mountain Goat"</p> <p>Allen Pollock P.O. Box 243 General Manager Jefferson City, MO 65102</p>	 <p>SYCAMORE VALLEY LINES 544 E. SPRUCE OLATHE, KANSAS 66061-3357 (913) 782-8553</p> <p>GEORGE & MARY FILKINS</p>	<p>7:30 pm on Fridays 3107R Sutton 645-1535 Maplewood MO 63143</p>  <p>"Serving the Gateway to the West"</p>

Pike Registry

<p>St. Jacques Northern Division of Great Northern Pacific Railway</p> <p>John Hardy Division CEO <i>The Big River Line</i> 2528 Wild Valley Drive Telephone High Ridge, MO 63049 314-677-8270</p>	<p>HEARTLAND WORKSHOP Danville, Iowa Est. 1999 Ken and Carol Vandevort</p>	<p> BIG TIMBER LUMBER COMPANY <i>The Big Sky Route</i> DEAN WINDSOR CHIEF EXECUTIVE OFFICER 14355 FOUR CORNERS RD GARDNER, KANSAS 66030</p>
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Region Club Roster

This roster was created for the benefit of members of the MCoR Region. It identifies those clubs that are presently active in MCoR. Any group that wishes to be included in the listing should send the editor the clubs name, contact address and scale interest.

Arkansas Valley Model RR Club (HO,Hon3, O 2rail, ON3, S, SN3, and large scale) 7 Chaparral Lane Little Rock, AR 72212-3619	Gold Creek RR Co. (1/2") 8324 Hall Lenexa, KS 66219	Modular HO Narrow Gauge Soc. 1120 Hawken Place Webster Groves, MO 63119	Quincy Society of Model Engineers (HO, Hon3) Rt. 7, #9 Shady Acres Quincy, IL 62301
Big Bend Railroad Club (O) 8833 Big Bend Boulevard Webster Groves, MO 63119	Kansas Area N-Trak (N) 2046 S. Elizabeth #1306, Wichata, KS 67213	Mo-Kan Railjoiners Inc (all) 14906 W 150 th Street Olathe, KS 66062	Society of Model Engineers (HO), 5715 W. 81 st Street Prairie Village, KS 66208
Capital City Model RR's (HO) PO Box 243 Jefferson City, MO 65102	Kansas Central MRRC (HO), 530 E. 3 rd Street Hutchison, KS 67501	Nishna Valley MR Society (HO) 1303 8 th Street Harlan, IA 51537 Northeast	Southern Illinois Train Club (HO,N,G) P.O. Box 1633 Marion, IL 62959-7833
Claremore & Southern (HO) 3049 Clover Creek Drive Claremore, OK 74017	KC O-Scal Modulares (O), 10334 Ash Overland Park, KS 66207	Northeast Kansas Garden Railway Society (NEKAN-GRS) 1308 SW Caldon Topeka, KS 66611-2412	SW Indiana Modular RR's (HO), 3107 W. Capitol Little Rock, AR 72209
Columbia Model RR's (HO) 410 Camelot Drive Collinsville, IL 62234	Kansas City S Scalers (S,Sn3) 512 SE Douglas Lee Summit, MO 64063	Ozark Model RR Assoc. (all) 424 W. Commercial Springfield, MO 65803	Tri-City Model R.R. Assoc. (HO, N) 607 South Shore D Hastings, NE 68901
E. Jackson City Mainliners(HO) 807A Main Street Blue Springs, MO 64015	Manhattan Area Rail Joiners (HO), 811 Osage Manhattan, KS 66502	Parsons Model RR Engineers (HO), Cherryvale Depot Cherryvale, KS 67335	Wichita MRRC (HO, Hon3) PO Box 48082 Wichita, KS 67201
	Missouri Northern RR Soc. Inc. (HO) PO Box 12591 North Kansas City, MO 64116		

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Continued from page 20

The top picture of the depot was taken on April 4th 1997. At the west end of the Depot (left side of photo) you can see where the baggage or freight door use to be. But a regular framed in doorway occupied the space at the time the photo was taken. The door was put in during the early 1980's. When the crew change point was moved from Sharon springs KS to Oakley KS.

Then after the Union Pacific and Southern Pacific Merger the crew change point was moved back to Sharon Springs KS in 1997. Late in 1997 a car Department (two car men) was established in Oakley. I think it was relocated from Hoisington KS after that line was shut down. Some time in 1997 or 1998 the Freight Door was reinstalled as can be seen in the second photo taken January 24th 1999.

The depot is a modern depot having been built in 1941 after the original wood framed depot that sat in the same spot burned down. Being one of the newest structures on the line and still having an use for it has allowed the depot to be preserved. The Union Pacific put a new roof on the depot in 1999. A few local train crews, maintenance of way, and car department use the depot in Oakley KS.

Advertising Rates

MCoR invites you to consider the Caboose Kibitzer for your advertising. This magazine serves over 800 National Model Railroad Association members in our seven-state area of Iowa, Nebraska, Kansas, Missouri, Illinois, Arkansas and Oklahoma.

Our Commercial advertising rates are as follows:

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Dealer Directory:		
1 3/8" x 2 3/8"	Business Card	10.00

Pike Registry Ads:

1 3/8" x 2 3/8"	Business Card	5.00
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Single issue Commercial ad rate is 35% of the yearly rate. Want ads are free to current MCoR members. They are subject to available space and acceptance at the discretion of the editor, and are limited to 25 words or less.

Ads need not be identical throughout the year. Prices listed above are for camera-ready copy. Design and typesetting services are available on request at extra cost. **All inquiries and payments should be sent to the Advertising Manager: Gene Tacey, Box 485, Sutherland, Nebraska 69165. Make checks payable to the Mid-Continent Region.**

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The editorial staff hopes that our readers will make an effort to patronize establishments that advertise in the Caboose Kibitzer. It is in the best interest of all parties concerned, since the quality and availability of this publication is directly related to: 1) regional interest and participation in NMRA and MCoR, and 2) the level of commercial support which it receives in the form of advertisements.

I hope you enjoyed this issue of the Kibitzer.

NMRA and/or Mid-Continent Region Membership Application and/or Renewal Form

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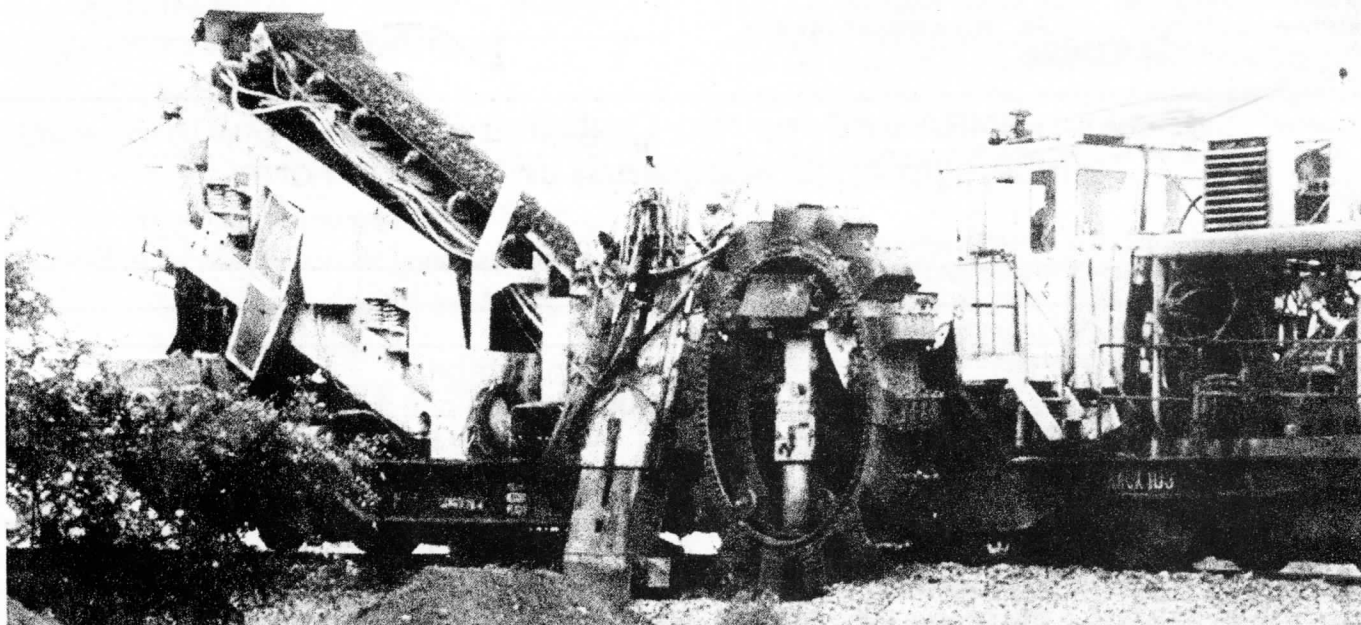
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Knox Kershaw Under Cutter RKCX 103 working on the Union Pacific's Sharon Springs Sub Division in Oakley Kansas
09/15/99. Photo taken by Charles Marchbanks